

The Hongkong Telegraph

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SPECIAL TELEGRAMS.

(From Our Own Correspondent.)

SHANGHAI CHINESE REFUSE TO PAY RATES.

A SERIOUS SITUATION.

Shanghai, August 14.
A serious situation has developed as a result of a Chinese refusal to pay the increase in Municipal rates. The collectors are making a canvass of the shops, but the proportion paying is slight. The opposition is partly against the increase and partly a result of a grievance at the Council's action in the recent strike. A new issue is that the Chinese are demanding membership on the Council.

JAPANESE DELEGATES FROM PARIS.

Singapore, August 12.
Marquis Sakonji and party are passengers aboard the s.s. Atsuta Maru returning to Japan from Paris. They landed here and were received by the Japanese community.

TODAY'S CHINESE TELEGRAMS.

RICE FOR HONGKONG.

Shanghai, August 14.
Chang King-yao, Tuchun of Hunan, has been informed by the Government that one million sacks (each sack about 64 catties) of rice should be sent to Peking to be forwarded to Hongkong and Canton for relief purposes.

JAPAN AND SHANTUNG.

Shanghai, August 14.
Reports from diplomatic circles state that Japan will soon announce her final decision in regard to the Shantung question.

THE SHANGHAI PEACE CONFERENCE.

Shanghai, August 14.
The Government has appointed Wong Yap-tong as chief delegate, with full powers, to the Shanghai Peace Conference. He will start soon for Shanghai with the nine old delegates. An official notification to this effect has been sent to the Military Government in Canton.

A DUAL POST.

Shanghai, August 14.
Pao Kwei-hing, the newly-appointed Tuchun of Kirin, has been ordered in addition to his other duties to be the Superintendent of the Eastern Railways.

EARLIER TELEGRAMS.

GENERAL TOWNSHEND ON BAGDAD.

London, Aug. 9.
Speaking at Newport, General Townshend remarked that with a sufficiency of men he could have taken Bagdad and held it, but that he required 113,000 men instead of 13,000. He said that while in Paris M. Clemenceau congratulated him on saving one thousand lives.

THE INDIAN ARMY.

London, Aug. 9.
In the House of Commons at question time Mr. Montagu said he would do all in his power to expedite the final decision as regards revision of rates of pay of officers in the Indian Army. He expected proposals to reach him from India within a fortnight.

THOUGHTFUL GIFT FROM CHINA.

London, Aug. 9.
Queen Alexandra has received the Chinese Foreign Minister who presented her Majesty with a sum of money from the Chinese President for the benefit of hospitals, etc.

AWAY WITH LIKIN.

London, Aug. 9.
The "Times" Trade Supplement contains an article by Liang Chi Chao, ex-Chinese Minister, advocating the gradual and systematic abolition of likin stations.

THE SILVER MARKET.

London, Aug. 9.

EUROPEAN INJURED.

A TRAMCAR ACCIDENT.

We regret to state that Mr. A. A. Wilson, a member of the reporting staff of the *China Mail*, met with a serious accident this morning. It appeared that in attempting to board a tramcar in Des Voeux Road Central his foot slipped and he fell under the car, sustaining rather serious injuries to both legs. He was immediately taken to the Government Civil Hospital, where Dr. McKenna, who attended to him, discovered that there was a compound fracture of the right leg, a dislocated shoulder, and a deep laceration of the left leg. Fortunately the injuries are not believed to be of such a serious character as to require amputation.

INFLUENZA IN MADRAS.

MEDICAL MEN'S SUGGESTIONS.

Madras, 16th July.—At the instance of the Health Officer to the Corporation of Madras a special meeting of medical practitioners in the City under the auspices of the Medical Association was held yesterday evening at the Medical College Hall, Lt. Colonel C. Donovan, L.M.S., presiding, to consider measures to be taken to combat and arrest the recrudescence of influenza in the city. The President said that it was not easy to combat the disease, though several measures to do so were proposed, especially in schools. Good ventilation and open air were the principal means of combating a recrudescence of influenza. Nasal douches with antiseptics would be preventive, and though using a weak solution of common salt was alleged to be a cure, he found it to be useless.

Dr. Raghavendra Rao, in the course of his statement, said that the unsatisfactory health conditions of the city were due to the economic distress which still existed despite the heralding of peace. Two waves of influenza in 1918 claimed a toll of 60.3 per mille, and now the City was passing through a third wave. He regretted that there were not in Madras many independent leagues or voluntary agencies as in Bombay or Calcutta, the Social Service League and the Ambulance Corps of Dr. U. Rama Rao rendered good work in 1918, as also did a large number of medical students and pupils. After describing various ways in which the Corporation met the situation during the outbreak, he said that the Corporation was prepared to put any suggestion which proved useful into execution, and the President had undertaken to ask the Commissioners for financial aid for adoption of relief measures. An interesting discussion followed in the course of which various remedial and curative measures were suggested.

The President, in conclusion, said that educative propaganda in the City was one of the essential steps to be taken. Another essential thing was to avoid congestion. Cinnamon might be inhaled usefully, also lemon grass. Hospitals should be opened by the Corporation which should allot large sums of money for the purpose; but as the Corporation was poor the Government should come to their aid; to avoid the dread large buildings, open grounds and tents should be obtained; and places of treatment should be called gardens rather than hospitals to attract people. He concluded by recommending chicken broth, strong coffee, and brandy which would serve as good stimulants. A Committee was appointed to consider the suggestions.

JUNIOR TENNIS LEAGUE.

C.R.C. v. ST. JOSEPH'S.

These teams met yesterday and by being defeated by St. Joseph's 4-3, the C.R.C. lost their chance of winning the championship. Scores:—

C. F. Lee and Wei Li-sun beat Goldenberg and Ismail 9-5; Lee to Abbas and Hamid 4-7; Lee and Sepher and Silva 4-7.

G. Lee and K. L. San beat Goldenberg and Ismail 7-4; Lee to Abbas and Hamid 0-11; Lee to Sepher and Silva 3-8.

C. Choo and Mok Hing-kue beat Goldenberg and Ismail 8-3; beat Abbas and Hamid 9-2; beat Sepher and Silva 7-4.

A NARROW WIN.

Last evening K.C.C. (C) played the Civil Service, on the latter's ground, the scores being K.C.C. 50; Civil Service 49.

SHIPPING IN HARBOUR.

ARRIVALS TO-DAY.

The B. and S. steamer Ningpo, commanded by Capt. W. J. Freer, has brought a cargo of 1,400 tons of beans and bean oil for Hongkong and 299 tons of general merchandise.

The B. and S. Hangchow, coming from Saigon, experienced very bad weather. She brought 2,000 tons of rice for Hongkong.

The s.s. Nanking, commanded by Capt. T. A. Dobson, arrived at dawn to-day. She experienced fine weather and light winds. She came from San Francisco via Shanghai, carrying 87 cabin passengers, 35 second-class and 270 Asiatics. There were three deaths on board and one case of leprosy. Her cargo consisted of 230 tons of fresh fruit etc. She carried 1,198 bags of mail.

Lying at the quarantine anchorage is the Danish vessel Martinique, with a transhipment cargo of 600 tons of timber for Japan.

The Kanji Maru from Japan, which experienced rough weather, came into the harbour yesterday with 1,649 tons of coal.

The s.s. Amazon Maru one of the new boats of the Osaka Shosen Kaisha Shipping Co., Ltd., brought yesterday for the Colony 3,000 tons of coal and 145 tons of general cargo.

The Amakusa Maru also came in with 1,150 tons of coal for Hongkong. Her owners are the O.S.K.

DAY BY DAY.

The s.s. Teenkai departed on the 13th instant for Shanghai with a general cargo.

Mr. Adam McCay, the editor of the *Sydney Sun*, who contributed during the peace celebrations week two very interesting articles to the *Hongkong Telegraph* for the purpose of obtaining information for a series of articles dealing with Chinese and Japanese affairs for his paper. From China Mr. McCay plans to go to America. Addressing the Rotary Club at the Palace Hotel in Shanghai, Mr. McCay compared Japan to an inverted pyramid, with most of the development and wealth at the top. In his opinion Japan lacked the solid substantial foundation in most of the leading nations, and that instead of the substantial farmers, artisans and merchants which would serve as a good basis for a nation, she had a small class of aristocrats and a large class of paupers.

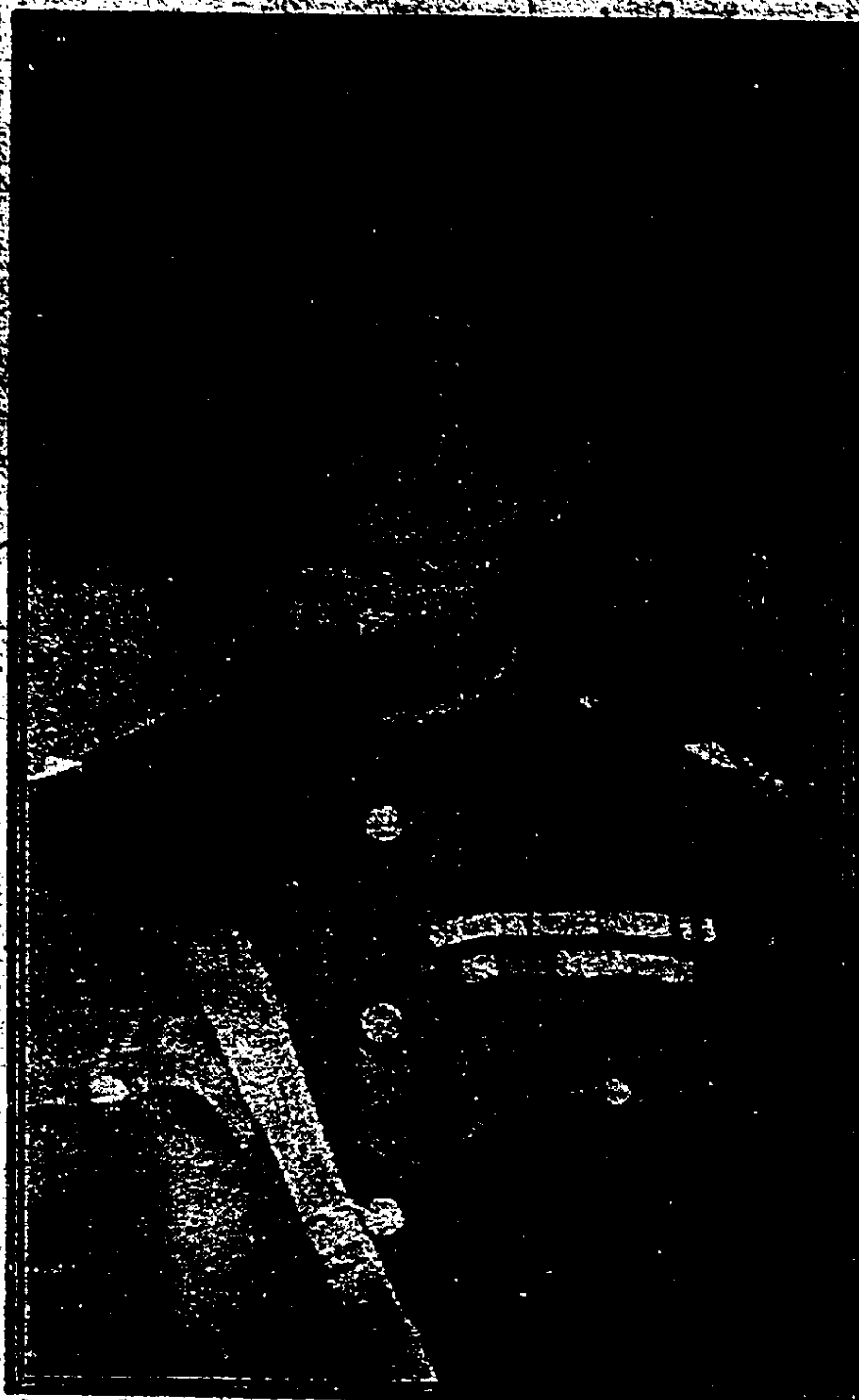


Photo: Tientsin Press.

GENERAL TOWNSHEND

who, according to an over-optimistic estimate, had a sufficiency of men he could have taken Bagdad and held it, but that he required 113,000 men instead of 13,000.

U. S. PROHIBITIONS.

COMMERCE WITH PORTUGAL.

The prohibition laws of the United States are having an effect on the economic life of Portugal. (The Portuguese vine growers and wine makers have been hard hit by the decreasing American imports, and in many parts of the country there is an acute unemployment situation at present. In a country as small as Portugal, where the vine growing is one of its chief means of revenue, both for the Government and for the inhabitants of a number of its provinces, the curtailment by Americans of their wine supply means hardship and suffering. This in turn spells a lack of buying power for large portions of the population, and to that extent can the American exporter expect to lose business.)

This is not intended as an argument against prohibition, but simply as an explanation of the economic condition of that republic just at this time. Until such time as the wine growers can readjust themselves to this condition, or until they find another market for their output, certain provinces of the republic will be poor markets for not only Americans, but for the merchants of any other country.

That the situation in the vine growing districts is serious may be judged from the following item from the newspaper *El Universal* of Mexican City: "The Mexican consul at San Francisco has recently communicated to this Government the information that 30,000 Portuguese labourers skilled in vine culture and wine making, and who have been thrown out of employment by the new prohibition laws of the United States, wish to come to Mexico to continue the wine industry in this country. The Secretary of Agriculture and Commerce has suggested that these men be employed in the vine growing districts of the United States."

cities which would be of assistance in establishing themselves in the republic.

The extent of the wine business of Portugal may be illustrated by citing the exports of wine from Oporto alone for one month, and in that month 3,043,756 litres (2,124,980 gallons) passed through the port for export. This was an increase in quantity of 1,788,869 litres compared with the total for the corresponding month of 1917. Of this amount very little came to the United States, but that was because most of the American imports have been coming through other ports better situated for the Portuguese trade than Oporto, which has close connections with Great Britain. Of this amount some 6,000,000 litres were shipped to England, the next largest consumers being France, Brazil, and the Portuguese colonies.

In an effort to relieve the shortage of foodstuffs, and more particularly grain, the Government recently issued a decree declaring free of import duty the following articles: Wheat and all other flour, in the grain or as flour; corn under license from the Ministry of Supplies, and olive oil of an acidity not less than five degrees.

Each package of imported cigarettes will be subject to payment in the custom house of 62 escudos and a tax of 10 escudos will be imposed upon each box of cigars having a value not exceeding 3 escudos and a tax of 20 escudos when valued at more than 3 escudos, an escudo equalling about 70 cents in United States currency. This was done in an effort to protect the domestic tobacco manufacturers, which were extremely important in that country.

In order to take care of the increased foreign trade which the country expects with the coming year, plans for the improvement of the facilities of the ports of Oporto and Leixoes, which were completed on account of the war, are being carried out.

To-day's Exchange.

The closing rate of the dollar exchange today was \$2.915-15.

The Weather.

Forecast—Fine, Barometer—29.54. Temperature 2 p.m.—90. Humidity 2 p.m.—63.

NOT PROVED.

At the Magistrate's Court this morning, a Chinese was charged with receiving stolen property, belonging to the Hongkong Cigar Store, Mr. Hall of Messrs. Lee and Co., and appeared for the defendant.

Inspector Watt stated that at 11 a.m. on August 5th he went to defend a shop at No. 47, Lower Lascar Row, which is a second-hand dealer's store. He saw defendant there, and the man told him that he was the accountant of the firm and looked after its interests, when the manager was away. Witness saw, exposed to full view in a showcase, three cigarette-holders. After one passing the shop could have noticed the holders. The manager of the Hongkong Cigar Store, who was present, identified the property and claimed it as belonging to his firm. Witness questioned the defendant and he replied that he had purchased 48 holders from an itinerant vendor for \$42 about July 15th. Defendant however could not produce a receipt or a record of the transaction. Witness then offered to send a policeman along with him to search for the vendor, and through a diligent search was made, the man could not be found. Witness asked defendant what has become of the rest of the holders, and he replied that he had sold a dozen to a man in the street, the auctioneer, to sell.

Mr. R. E. Lindsell remarked that case was less strong than the previous case, so he discharged the defendant.

DON'T FORGET.

TO-DAY.

Theatre Royal—Banvard Co. present "The Suffragettes"—9.15 p.m.

Victoria Theatre—9.15 p.m.
Coronet Theatre—9.15 and 9.15 p.m.

TO-MORROW.

Victoria Theatre—9.15 p.m.
Coronet Theatre—5.15 and 9.15 p.m.

houses, and other buildings, and the installation of cranes along the River Douro at Oporto.

The status of the question of these port works has been as follows: The construction and management of ports at Leixoes and Oporto is under control of the Junta Autonoma das Instalacoes Maritimas do Porto, a committee composed of fifteen members appointed by the central Government in Lisbon. This committee has been authorised to raise two loans, one of \$3,100,000 for the construction of docks and port work at Leixoes.

The other is for raising a loan of \$3,240,000 for the construction of quays, warehouses, etc., at Oporto. Shortly before the beginning of the war this committee raised \$1,080,000 of the first-mentioned loan and expended it in the port of Leixoes. It is now the intention of the committee to raise the remainder of the loan and the amount authorised for the work at Oporto. The plans for the improvement of Leixoes have already been approved by the Government.

Bids will be asked for this work. It is not yet known whether public advertisement will be made for these or whether private invitations will be given to construction companies. It is expected that the work will be completed within a year.

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THE FAST BOWLER.

WHY HE IS DISAPPEARING.

J. T. Trickett (the famous Lancashire and A.E. England batsman) writes in a Home paper as follows:

County cricket of the last 20 years has undergone some quite notable changes. If we had listened to all the reformers of the past few months, the number of these changes would have been increased considerably, and to rather a startling extent. Thank goodness we have not listened to them all.

But as the reader is probably aware, I have been in first class cricket quite a fair length of time, and now, looking back from what must necessarily be near the end of my innings, one of the outstanding changes which has come over county cricket while I have been in it has been the passing of the fast bowler.

To-day it would be possible to number the fast bowlers in county cricket on one hand, and have some fingers left over doing nothing. What has happened to cricket that we cannot find successors to such men as Tom Richardson, Kortright, Arthur Mold, and many others one could mention without going too far into history? I know that it is perfectly natural to think of and extol the good old days, but even allowing for that, for some reason or other, we have failed to find men of the stamp to fill the places of those I have mentioned above.

Have we a man to-day—even a single one—who could possibly claim to be reckoned in the same category as those mentioned above? I can think of only one man playing in county cricket this summer, and he is that fine fast bowler of Surrey, J.W. Hinch.

And I do not think that Hinch himself would lay claim—or that he would thank anyone for making a claim on his behalf—that he is quite so good as say, Richardson or Lockwood at their best.

THE PERFECT WICKET BOWLER.

The names of the men I have already mentioned will, I think, have made it clear that when I refer to fast bowling, I mean fast bowling! The passing of the red express man has inclined us to call our fast medium men, fast bowlers.

For instance, I have heard Sydney Barnes referred to as a fast bowler more than once, but he is not, and never was, a fast bowler in the sense that Mold or S. M. J. Woods in the old days were fast bowlers.

Perhaps the spectator does not realise the difference in the two types so much as the batsman does, but so far as the county side is concerned, there is a difference, and while the medium man is a very valuable asset, I am certainly of opinion that cricket has lost some of its charm, and certainly some of its life, with the passing of the fast bowler from so many county sides.

After all, the real express man was one bowler on the side to whom the spectator could look to get the batsman out for a reasonable score on a perfect wicket.

That being so, it follows that there has been no deliberate "freezing out" of the fast bowler from county cricket. He has just made his exit gradually. There remains then to discuss quite briefly why he has gone.

Perhaps one reason lies in the springing up in recent years, of what I may call, "freak" bowlers. The googly man, for instance, came much to the fore during the few years which preceded the war, and it seems natural that the greater variety of bowlers, the fewer you get of a particular type.

And when you come to think of it, it is not very surprising that really fast bowling does not commend itself to many cricket players as a "line" to be followed by them. The fast bowler is the donkey worker of the team. His turn comes when the weather—and the wicket—is at its very best. This means that he has to do his best to get the batsmen out during the most trying of our summer days.

Only the man possessed of a superabundance of physical strength and energy can hope to make a successful fast bowler. I mentioned S. M. J. Woods above. It will, perhaps, surprise the younger school of county cricket followers to know that Woods was over one of the foremost of our express men. But he had to give it up long before his county career was ended. For he found the toll on his reserves was too great.

And yet, under present conditions, we have seen fast bowlers in the past few years, who have been very successful. The

AMERICAN LABOUR AND BOLSHIEVISM.

EXTREMISTS OUTVOTED.

Washington, June 23.—The reelection of Mr. Samuel Gompers as President of the American Federation of Labour with but one adverse vote formed an appropriate climax to a series of deliberations about constructive conservatism. The Federation refused in any way to encourage or compromise with Bolshevism and other extreme doctrines. The vote recorded against the insidious forces who would use arms to promote democracy showed that the Federation stands for negotiation and arbitration in industrial matters, and in politics takes the line, roughly, that all who are compelled to obey the laws should have a voice in their making.

The Federation naturally came out strongly for the right of labour to bargain collectively, and in various ways demonstrated its determination to fight for recognition of the unions which, though gaining ground steadily, is still far from being universally conceded by employers, especially in the great iron and steel districts of Pennsylvania. Nor did the Federation stop at condemning extremism in every possible way. It showed a vigorous tendency to fight it on its own ground. Not only was it at pains to advertise its programme as sufficiently progressive to attract reasonable Radicals, but it showed willingness to adopt unions that heretofore had been too advanced for it, but whose tenets and methods were not impossibly radical. It must always be remembered that, though it is now approaching a membership of 4,000,000, and though it has close, friendly relations with many great independent unions, the Federation does not represent the whole of labour in the United States.

Another progressive step was the recognition of the right of negroes to form unions under the auspices of the Federation. Heretofore the influence of Southern white labour has been placed successfully athwart such an innovation, but this year enlightenment triumphed, partly because Bolshevist propaganda is said to be dangerously rife among the coloured population, whose soldiers are returning from France with new ideas about their status in society.

The meeting in fact, despite the opposition of the Seamen's Union and a handful of representatives from the Pacific Coast, which is more Radical than the East, was consistently amenable to the leadership of Mr. Gompers and his colleagues of the great international (American-Canadian) unions. Its resolution in favour of the Peace Treaty and the League of Nations has already been placed on record. Of the other resolutions so far passed only two are seriously criticised by the general public. One exhorted Labour to defy injunctions that it deemed unfair and the other favours Government ownership and operation of railways.

Of the remaining resolutions perhaps the most important was for the cessation of immigration for two years. A Bill in that sense is already before Congress on account of the belief that many of the Bolshevist agitators, bombists and others, are of recent importation. It is opposed by the Radicals. Moderate Labour, of course, wants a closed door for its own reasons as well as for the common good. Another important resolution condemned a separate Labour Party, the movement for which is assuming some impetus locally.

Among the Radical resolutions voted down were several bespeaking aid for agitators in goal for various reasons, one for the "One Big Union" idea, one for the substitution of European labour for America by September 1, and one for the recognition of Soviets. Daylight-saving the meeting condemned, thus making common cause with the farmers and virtually insuring the success of the movement in Congress for its abolition after this year.

To sum up, the meeting may be described as having brought American capital and Labour closer together than perhaps they have ever been, though whether the rapprochement will outlast a war cover, the construction period remains to be seen.

energy put into each actual delivery, and you will realise what I mean by the physical strain of fast bowling. And what applies to Hinch applies in a lesser or greater degree to nearly all fast bowlers.

A very notable exception in my time was Mold, who took only five or six strides up to the wicket, and yet who, because of some amazing strength either in the back or arm (or both) was able to send them down at a wonderful speed.

To a certain extent, another Lancastrian, in Brearley, was a good copy of Mold, but even he could not have kept bowling at his best pace for hours at a stretch, as I have often seen him do, had he not been blessed with strength far above the ordinary.

But, as I say, few fast bowlers could put up anything like the pace of Mold or Brearley without the long, exhausting run, and I should imagine that fast bowlers as a class are inclined to look with envy at the efforts of the slow break bowler, who just strolls up to the wicket, turns his arm over, and gets the batsmen out.

In a measure, too, I think cricket coaches generally may be held partly responsible for the decline of the fast bowler. They are rather apt to make a fetish of "length," when they get a young bowler under their care. "Never mind about the pace," they say, "get your length and then it will be soon enough to work up speed."

But having "got the length" it is more than likely that by that time the young bowler who originally was keen on bowling very fast realises that it takes a lot out of him, and he is content to "carry on" with just medium—or fast medium—deliveries.

SIX BALLS SUFFICIENT. I expressed above my firm conviction that the really fast bowler is a very valuable member of a county team, and that on his presence in the team rests the one hope of getting matches finished during the dry spells and good wickets of the average summer. And everybody is agreed that the fewer drawn games the better it will be for cricket all round.

That being so, I was very pleased to notice that the agitation to increase the number of balls to the over from six to seven, or even eight, was turned down by the cricket authorities. So far as the slow bowler is concerned, an eight ball over would be very little different from the six ball over.

But to the express man—or even the medium man who puts a lot of energy into his attack—I think six balls to the over is ample.

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NELSON'S LOG BOOK.

THE POST RECALLED.

On November 6, 1911, the *Daily Telegraph* announced that the sailing-master's rough log book of Nelson's Victory, covering Trafalgar and the last sea journey home of the dead hero, was to be sold by public auction. This paper then published a facsimile of its sea stained page, recording in sailor-like and succinct style the doings on that great day, October 21, 1805, and the public was mightily stirred. In a few hours the cables from America were at work, and *quid pro quo* prices were flashed across. But that English collector of Nelson relics—the late Mr. Thomas J. Barratt, of Bell Moor, Hampstead—was quickly up and doing. Did he not already possess the original "Prize List" of the Victory? He owned, too, the Lloyd's presentation silver service to Nelson after Copenhagen. The woodwork in his sanctum at Bell Moor was entirely made up from pieces taken from Nelson's old battleships, and often had he striven to tempt an opulent wine merchant at Lisbon to release the old Victory's cabin table and sideboard which stood in a dining-room facing the Atlantic. Within forty-eight hours Mr. Barratt said to us, "I've got the log." But on June 30 this year at Sotheby's this national relic was again in the market.

As stated at the time, this rough log-book, in the hand of Thomas Atkinson, Nelson's staunch navigating lieutenant, and "Man Friday" (he it was who supported Nelson when his right arm was amputated at Teneriffe) was the faithful chronicler of the original log from which he made his fair copy for despatch to the Admiralty in order to comply with the service rule. "No log, no pay." This fair copy now reposes at the Public Record Office, yet it is a remarkable fact that only in the original rough deck-log, just re-offered, is the record of the signals which passed between the Victory and the Fleet on the morning of Trafalgar, before 9.15 a.m. The reconstruction of the battle signals, as naval historians know, was rendered possible by the preservation of the logs of the Belleisle, Mars, Ajax, Orion, Defiance, Conqueror, Bellerophon, Naiad, Neptune, Eurymachus, Achilles, Temeraire, Agamemnon, Defence, Revenge, Minotaur, Pickle, Africa, and Dreadnought.

But this old book, in its cover of rude sail-cloth, should become a national heirloom. Before it was ransomed by Mr. Barratt it had been faithfully handed down and preserved by Atkinson's descendants. Mr. Barratt had given Nelson's buckles to Greenwich, and eight years ago high hopes were entertained that he had similar intentions respecting the old log-book.

A TRAFALGAR MINUTE.
Here is the plain, unvarnished account of Trafalgar, which must have been penned under stress, as Atkinson had been wounded in the shoulder by a splinter from the fore-brace struck off by the shot which killed Scott, Nelson's secretary.

"Standing towards the Enemy's van with all sails set. At 4 minutes past 12 open'd our Fire on the Enemy's van in passing down their line. At 20 past 12—In attempting to pass through the Enemy's Line fell on board the 10th and 11th Ships—when the Action became General. About 1.15 the Right Honourable Lord Viscount Nelson, K.B., and Commander in Chief was wounded in the Shoulder. At 1.30 the Redoubtable having struck her colour we ceased firing our starboard guns but continued engaging the Sanissima Trinidad and some of the Enemy's Ships on the Larboard side—Observed the Temeraire between the Redoubtable and another French Ship of the Line—both of which had struck. The Action continued General until 3 o'clock when several of the Enemy's Ships around us had struck. Observed the Royal Sovereign with the loss of her Main and Mizzen Masts and several of the Enemy's Ships around her Dismasted. At 3.10 observed four Sail of the Enemy's Van Tack and stood along our line to Windward. Fired our Larboard Guns as those which could reach them. At 3.40 made the Signal for our Ships to keep their Wind and engage the Enemy's van coming along our weather line. At 4.15 the Spanish Rear-Admiral struck to some of our ships which had tacked after them—Observed one of the Enemy's Ships blow up and 14 sail standing towards us. And 3 Sail of the Enemy's Ships standing to the Southward. Partial firing continued until 4.30 when a heavy cannonading began between the British and French fleets."—Atkinson's Log.

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reported to the Right Honourable Lord Viscount Nelson, K.B., and Commander in Chief he then died of his wounds. "At 5 the Mizzen Mast fell about 10ft above the Poop, the Lower Masts, Yards and Bowsprits all crippled, Rigging and Sails very much cut. The Ships around us much Crippled—Several of our Ships pursuing the Enemy to Leeward—Saw Vice Admiral Collingwood's Flag flying on Board H.M.S. Eurymachus—and some of our Ships taking possession of the Prizes. . . . At daylight (October 22) saw our Fleet and Prizes 43 sail in sight still closing with our Fleet."

"And on the day after business went on as usual: "Struck the fore-top Mast for a Fish for the Fore-Mast which was very badly wounded. At Noon Fresh Breezes and Haze. No Observation. Water Expended 12 Butts. Remainder 187 tons. Served Wine and Grog."

Exactly a week after Trafalgar some of the Victory vikings made themselves amenable to the old rigours of discipline, for Atkinson notes that he had punished with thirty-six lashes six tars for "Contempt and Disobedience of Orders." Here, too, is the note upon the Fleet Thanksgiving Service on November 6, 1805, with England's dead below:

"Performed Divine Service conformable to the Order of Vice-Admiral Collingwood for a General Thanksgiving, for the Victory of the 21st ult. Mustered the Ship's Company and read the Vice-Admiral's thanks to them. Copy of a letter sent to Vice-Admiral Collingwood. Sir—In compliance to your General Request dated the 2nd instant to meeting at the general meeting of the Board of Directors of the British India Company, I have the honour to acknowledge the receipt of your letter of the 2nd instant, and to inform you that the same has been forwarded to the Board of Directors for their consideration."

Porsdown Hill a lasting monument to their late Chief's Memory and Good Name, at the sum of £2,000 to be deducted and paid out of the Prize Money arising from the Action of Trafalgar on the 21st ult., on making the same known to the Officers, Seamen, and Royal Marines on board H.M. Ship Victory, it was unanimously agreed to."

And when it came to parting with the glorious freight, Atkinson made the simple entry, "Came alongside Commander Grey's yacht from Sheerness, receiving remains of the late Lord Viscount Nelson, K.B., Vice-Admiral of the White."

ARMY'S CALL FOR DOCTORS.
The War Office is prepared to accept the services of medical practitioners, including those who have already served, who are desirous of undertaking duty with the Army. The terms of service are as follows:—Candidates who have served before will be commissioned in their previous rank; those who have not served will be commissioned as Lieutenants. The period of engagement is to be for one year or until no longer required, whichever shall first happen. Pay will be at the rate of £550 a year, inclusive of all allowances (except travelling allowance and expenses when travelling on duty), and rations, or the allowance in lieu thereof. Outfit and kit allowance will be issued to candidates who have not received them for previous service. Demobilised officers whether temporary, special reserve or Territorial Force, are eligible to receive such commissions. All candidates must be under 45 years of age, and must be in good health and of good character. Applications should be sent to the Director-General of Medical Services, War Office, London, W.C.2.

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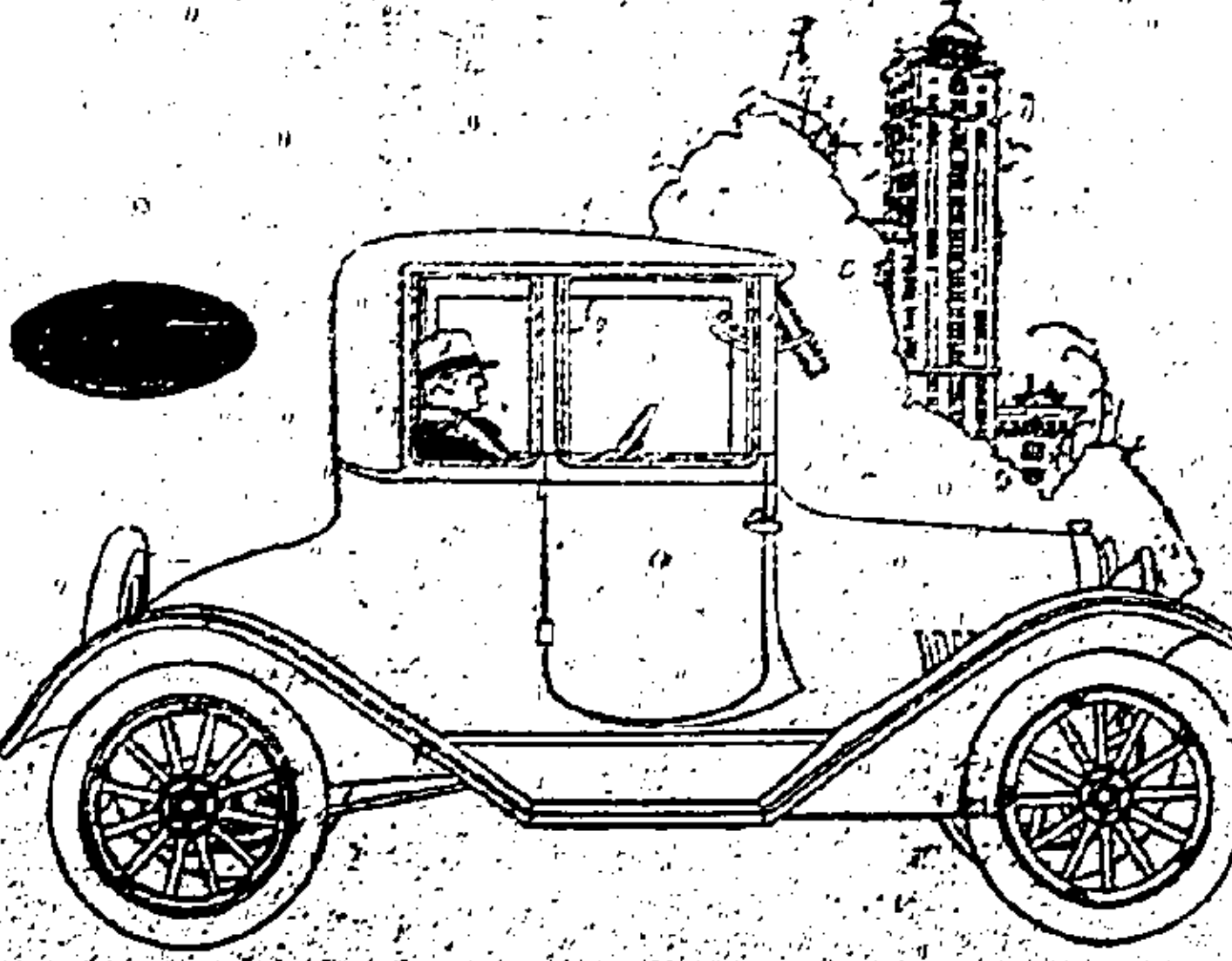
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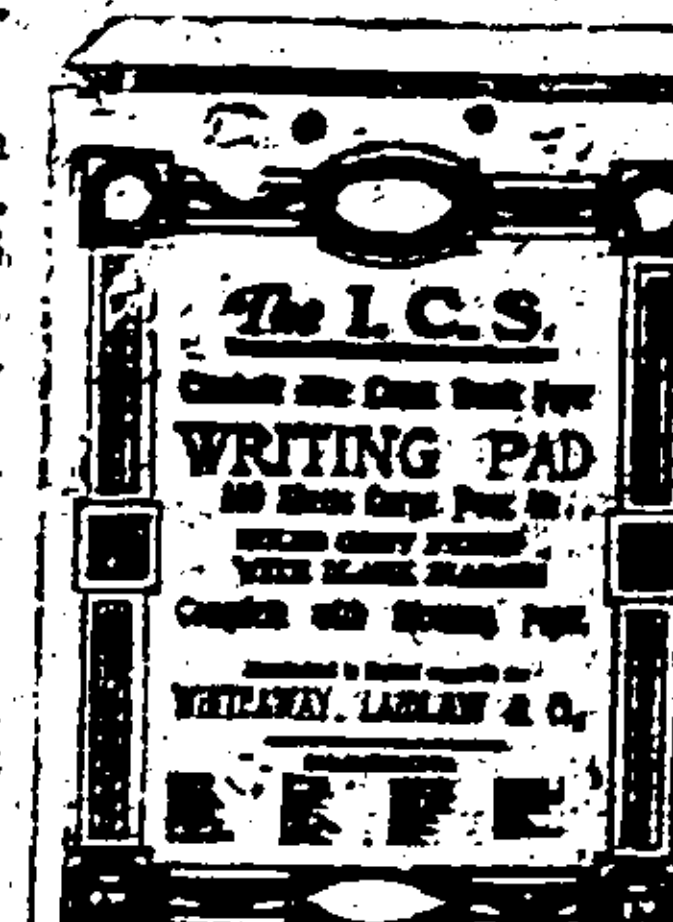
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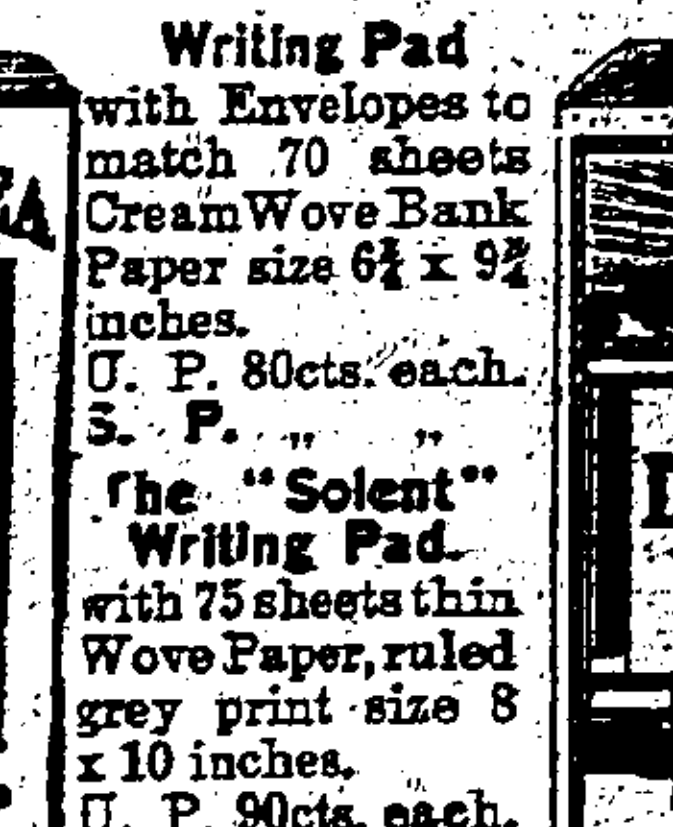
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Business correspondence should be sent to the Manager.

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Single Copies, Daily, 10 cents.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

The "Hongkong Telegraph" is now on sale at, and will be delivered to subscribers by, the Dairy Farm Company, Ltd., Shamshien, Canton, who are our agents there.

DEATH.

SHAW.—At the Peak Hospital, Hongkong, on 13th August, 1919, D. R. Shaw, of the Hongkong and Whampoa Dock Coy. Ltd., aged 41 years. Funeral will pass the Monument this evening at 5.30 o'clock.

The Hongkong Telegraph

HONGKONG, THURSDAY, AUGUST 14, 1919.

LOCAL FOOD PRICES.

A few days ago, we were supplied by the Secretary of the Sanitary Board with a schedule of Current Retail Market Prices in Hongkong, were requested to give publicity to it and were informed that the list would be revised once a week. There was no intention accompanying it that the prices given would be enforced, and for that reason we withheld publication until we could ascertain whether the rates quoted were the official prices fixed by the Government, under a Proclamation issued in the early days of the war, or whether they were merely the prices at present prevailing in the Colony, and, as such, in no way controlled. We have now made enquiries and have discovered that they fall within the latter category. They are therefore useless, for, as we have already pointed out, the public does not need, a printed list to show what market goods are being sold at—a visit to the market or a consultation of the compendious book will give all the information that is necessary on that point. For this reason, therefore, we are not publishing the list; to do so would be merely to waste our space.

But this Market Prices business is worth looking into. We will commence at the beginning. Shortly after the declaration of war, the Hongkong Government issued a Proclamation prohibiting the export of foodstuffs from the Colony. This was, however, regarded as a false step, and, consequently, within a very few weeks, the Proclamation was cancelled and in its place another was issued, under an Order-in-Council, fixing the prices of various commodities, including, besides ordinary market produce, such things as flour and condensed milk. It was stated in this later Proclamation that any person who, after the issuing of the same and until it should have been revoked, sold any articles of food at a higher price than that prescribed, should be guilty of an offence and should, on conviction, be liable to a fine not exceeding fifty dollars or imprisonment not exceeding three months. It should be mentioned that prior to the issuing of this Proclamation His Excellency the Governor had appointed a Committee "to fix from time to time the maximum prices for which any article of food may be sold by retail in the Colony." The Committee was composed of the Hon. Mr. E. D. C. Wolfe (then Colonial Treasurer), the Hon. Mr. E. A. Hewitt, the Hon. Mr. Lau Chai-pak, Mr. S. H. Dodwell, Mr. A. H. Skelton and Mr. A. C. Coppin. The issuing of the Proclamation and the appointment of this Food Committee meant one thing, and one thing only—that the Government were to exercise control of the prices of foodstuffs. And that fact was the more emphasised when, in its first list issued under the Proclamation, it was declared that the prices of provisions imported from countries other than China (excepting those then enumerated) could not be raised more than fifteen per cent. above the retail prices prevailing in the Colony on July 25, 1914. Then, to prove that the control was exercised, we can recall several cases in which profiteering commodities were fined at the Police Court.

This was as the matter stood during the war. What is the position now? The Government has frankly stated that it does not control the prices of foodstuffs and that it has no intention of doing so. As will be seen by our news columns to-day, one official says that "the Government's point of view is that because we cannot control the sources of supply, we cannot dictate the prices." He also asserts that the Food Committee is moribund. So we wish to ask a few questions. Has the Proclamation instituting Government control of foodstuffs ever been revoked? Have vacancies on the Food Committee ever been filled? Does the Committee ever meet? Is it still in existence, or has it been abolished? If it has been abolished, what has happened to the control of food prices? If it has been revived, what has happened to the control of food prices? If it has been revived, what has happened to the control of food prices?

NOTES & COMMENTS.

ONLY A WHISTLE.

It would appear, from a statement made by Inspector Brazil in the Police Court yesterday, that it has become a fairly common practice for unscrupulous Chinese to represent themselves as plainclothes policemen and to demand "squeeze" from the hawkers and petty traders. One such fellow was just been caught at the game and been well sent to the Magistrate's court. The Magistrate put a very pertinent question to him, "What if the really genuine plainclothes policeman have anything to say with which to prove their identity? The answer was that they were given a police whistle, but that the offender in this case, knowing that fact, had provided himself with one of these tokens of authority. He would have no difficulty about that, for every Chinese we know of carries one of these whistles about with him. He would regard his daily toilette incomplete did he go out without it. That being the case, would it not be wise to supply the plainclothes policeman with some better evidence of authority than a mere whistle such as can be bought anywhere? The C.S.P. would do well to give this little matter his attention, for under the present arrangements the poor hawkers have very little to go on in endeavouring to decide whether these folk who pester them are really genuine policemen or not. OUR BEGGARS.

While we have a considerable amount of sympathy for the poorer class of Chinese in the Colony to-day, who, we appreciate, find it difficult to secure their daily rice, we think that some measures might be adopted whereby the large and increasing number of beggars might be driven off the streets. As might be expected, it is the old professionals, the afflicted and those who have never done an honest day's work in their lives and never will while they can receive cash as readily at the hands of Europeans, who have secured the best pitches. These are making a good thing out of their begging at the present time. On the other hand, the really needy, who cannot earn sufficient to pay for their food, and who have taken to begging to supplement their slender incomes, have to be content with the few cents which their more fortunate compatriots bestow upon them.

A FAVOURITE HAUNT.

We should imagine there is no spot in the Colony so frequented by beggars as Ice House Street in the vicinity of the Star Ferry. At all times of the day one is accosted. Yesterday we counted no less than nine of these gentry from Messrs. Shewan Tomes' office to the King Edward Hotel. The mendicants are of all ages, from the small boy of five or so, who does not even wear the proverbial fig leaf, to the able-bodied woman of the amah class who looks perfectly fit to do a day's washing, and who, no doubt, would engage in this useful and necessary occupation if she did not find it easier, and more remunerative, to beg. There is one old offender who should be deported. This is a man who poses as blind but who can see perfectly well. This humbug, a regular old-timer at the game, has been sent to Canton on several occasions, but he always blithely returns, and is so well up in the law that he refrains from actually requesting alms, relying on a particularly pathetic look which he has cultivated to evoke sympathy from passers-by. All this begging takes place under the very nose of the Indian constable on duty not a dozen yards away, yet he never takes any steps to put a stop to it. If it is so very difficult to catch these people in the act, why is not a charge of loitering brought against them? That, at least, should have the effect of preventing them from standing at one spot for hours together and begging from everyone who goes by.

APPEAL FOR NAVAL MEN.

Yesterday we published an appeal for reading matter, games, etc., for the troops who are going home next week by the s.s. Atreus. The Rev. F. G. B. Hastings informs us that the majority of the men going home by the steamer named are naval men and that they also need gifts of the kind mentioned. Those should be sent to the Chaplain of the Naval Dockyard. There are over 700 naval ratings leaving by the Atreus, which is being chartered by the Government.

DAY BY DAY.

BAD RESOLUTIONS ARE GOOD ONES THAT HAVE BEEN BROKEN.

Yesterday's return shows a clean bill of health.

The s.s. Anyo Maru arrived at Yokohama on August 12th and sails August 17th, being due at this Port August 31st.

A Chinese was to-day charged with assaulting another with an iron bar. Mr. N. L. Smith bound them over in personal bonds of \$50 to be of good behaviour for six months.

Owing to Japanese quarantine regulations, the Montague leaving on August 16, the Empress of Japan on August 20 and the Empress of Russia on September 4, will not call at Shanghai.

At the Police Court to-day a Chinese was charged with stealing four dozen handkerchiefs and a razor from Holt's Wharf. The man admitted his guilt. Sergeant Aris said defendant was arrested at the gate of the wharf, in possession of the articles. He was sentenced to three weeks' hard labour, by Mr. R. E. Lindell.

The Bedfordshire Regiment, the 2nd Battalion of which is said to be coming to Hongkong, has as its regimental badge the united red and white rose. Its service record includes Namur (1895), Blenheim, Ramillies, Oudenarde, Malplaquet, Surinam, Chitral, South Africa (1900-02), and the Great War.

Two Chinese were charged to-day with fighting in Cheung King Street. Complainant stated that last year defendant stole an opium pipe and some clothing from him. Defendant denied the statement. Mr. N. L. Smith bound them over in personal bonds of \$50 to be of good behaviour for six months.

Mr. N. L. Smith to-day fined a Chinese \$10 or 14 days for bribery. Defendant was arrested yesterday at 1.45 p.m. at Staunton Street. A constable saw defendant selling two buckets of congee without a licence, and when he went up to the defendant, the latter tried to bribe him with some money.

More than thirty members of the National Assembly are due to arrive at Canton to-day from Shanghai per the s.s. Nanking in order to resume sessions to pass the draft constitution which was scheduled to be held on August 1, but because of the lack of a quorum, it was postponed till August 15. It is said that the Constitutional Session will lack a quorum and that the debate would have to be again postponed. It is also said that there will be further arrival of M. P.'s during this month.

An interesting personage at present in Hongkong is Mr. K. C. Li, the President of the Famous Wah Chang Trading Corporation of New York, who is now on a business tour through China. The Wah Chang Company is an American Corporation composed largely of New York Chinese. It has been in the general import and export business with Central and South America and is now opening offices in various places in China. The Company has branched off into antimony and controls most of the antimony mines of South China and those round Changsha. A local firm is putting a big deal through with this Corporation.

We have received from the Consul General for the Netherlands a copy of a lengthy report concerning the Netherlands Third Industrial Fair. From it we take the following paragraph:—A characteristic of the third Industrial Fair was the high quality of the products brought to market. The "War Industries" which did such good business last year in their "substitutes" had withdrawn at the approach of peace and the expected restoration of international traffic, and few of them appeared at the Fair. It was therefore noticeable that only those industries were represented which had been so successful in perfecting their wares, that they could withstand the competition with foreign competitors.

There are over 700 naval ratings leaving by the Atreus, which is being chartered by the Government.

MUSICAL JOTTINGS.

(BY "ENHARMONIC")

There have been many opportunities for music lovers to satisfy their desires during the past week. First there was the Memorial Service at the Cathedral, with a special musical setting, then the Moscow Trio gave a concert at Kingsclere Hotel; Podolsky, the famous Russian pianist, has been giving private recitals, and last there was the Organ Recital at the Cathedral.

The concert given by the Moscow Trio, on Sunday evening, at Kingsclere, fully justified the high opinion expressed of their musical abilities in the Shanghai Press. The rendering of the Arensky Trio was superb and I am sure, that given more time for adequate advertising, a packed house would have resulted. The musicians left for Java by the s.s. Neleus on Monday.

I left my office, shortly before five o'clock last Friday, feeling somewhat in the dumps. I strolled along Des Voeux Road, wondering what to do to bring myself to a better frame of mind when I met Podolsky. "Ah! my good friend," said he, "why so disconsolate? I see what it is. A little music—Yes? Come, I will play for you, since I have free time just now. Where shall we go where we can be quiet, you and I? I did not hesitate for an instant but led Podolsky straight to my home. When we arrived, my guest went to my piano, and improvised. I placed a small table at his elbow, with a cold drink and some cigarettes, ready at hand, and then sat in my most comfortable wicker chair. "What will you have?" asked my friend. "A little Chopin first?" I considered for a moment. I felt I wanted something with vim in it. "Please," I asked, "will you play the Ballade in A minor." Podolsky immediately commenced to play the beautiful opening bars of the composition and followed with the majestic opposed appoggiaturas. Those who know Chopin will understand. In five minutes I had forgotten that there were such persons as comedores and landlords. The delightful lilt of the second movement, played in the manner of Podolsky, reduced me to a stage of such utter indifference as to the world's affairs and my microscopic part therein, that on reflection I frightened me.

And so Podolsky went on from Chopin to modern Russia. He flooded my modest room with the glorious melodies of Rachmaninoff's Elegy, then a paraphrase by Scriabine, then Medner, then Amani, then Shchegmanovsky and then Rogeur, and for two and a half hours I was entranced. None of the disconcerting elements of the concert room, and Podolsky was at ease. I wager such sweet sounds never before pervaded that room of mine. My neighbours came out to listen. The gift of this mere boy is surely God-given, and I warrant my neighbours can vouchsafe as to that.

The musical world sustains a great loss in the death of Ruggiero Leoncavallo, who died at Florence on the 10th inst. Leoncavallo was one of the most successful of modern opera composers. He was born at Naples in 1858 and received his musical education at the Naples Conservatoire. Of his works the romantic story of French bohemian life, or rather a love story of the quarter latine is perhaps the most successful and the opera, La Boheme, is full of wonderful melody. Puccini was also a great success and most of the best known operatic singers have, at various times, taken parts in his work, including Melita and Caruso. "Leon," as he was familiarly known amongst his intimate friends, was undoubtedly one of the greatest of modern composers and he bade fair to outlive the great German master, had he lived.

PRECEDENCE FOR WOUNDED.

Paris June 25.—The Prefect of Police has given orders that men severely wounded in the war should be accorded precedence in all other circumstances of emergency. The order is a result of the Government's policy of giving precedence to the wounded in all circumstances.

HONGKONG FOOD.

WHY GOVERNMENT CANNOT CONTROL PRICES.

WHERE IS THE COMMITTEE?

(*"Hongkong Telegraph" Special.*)

"Lost, stolen or strayed: A body of men known as the Food Committee. Last seen in Hongkong on or about the 7th August, 1914. Anyone giving information as to their whereabouts will be suitably rewarded."

Before deciding to publish this small advertisement, in the columns of the *Hongkong Telegraph*, in a fit of desperation and as a last resort we requested one of our representatives to call upon the Chairman of the Sanitary Board, Mr. A. Gibson, who by virtue of the official dispensation, fills also the post of Secretary to the Food Committee. After waiting for a considerable time, our representative was ushered by a Chinese boy to his chambers in the Post Office building. Mr. Gibson was informed of the object of our representative's mission, but absolutely refused to vouchsafe any information. "Will you kindly tell me whether the prices current you sent the Press are official prices?" "Is the Food Control Committee in existence?" "Are these prices enforceable?" "Can a householder get any redress if the compradore charges above the prices mentioned in the list?" "Are you still the Secretary of the Food Committee?" These were some of the questions with which our representative led off, but Mr. Gibson was adamant, and would answer nothing. Not discouraged, our representative then asked—"Are you prevented from saying anything about all this?" "Can I mention in the paper that you were interviewed and that you absolutely declined to speak a word?" To which Mr. Gibson replied, in effect, as follows: "I know nothing. Are you speaking for yourself or for any individual in particular? If you are speaking for yourself let me know. I am not going to tell you anything. Go to the C.S.O."

After the discourteous manner in which our representative was received, he repaired to another Government official to elicit a few facts about the lost Food Committee. The official in question said the Government could not control all food prices, adding—"Nor can we control the sources of supply. If we had millions of dollars we could buy food and force prices down. We can control local productions, as we have controlled the rice of the New Territories. Take, for instance, we fixed it at 40 cents per tin and Shanghai was willing to pay 50 cents. If we interfered with it, it would mean that the land coming into Hongkong would be deflected to other consuming ports. There are a number of economic factors involved in this problem, which is far too big for a small place like Hongkong to undertake. The only things we can control effectively are our own productions. If the country of origin cannot keep the prices down, how can the consuming centres do so? You cannot tell a merchant that he should not sell Croesus and Blackwell's jams, for instance, at more than 25 cents a tin because before the war it was 15 cents, when he is actually buying from the factory at 22 cents. The Government's point of view is that because we cannot control the sources of supply, we cannot dictate prices. It is all a question of supply and demand. There is, as you know, a world shortage of rice and other foodstuffs. The only thing, as I have said, that we can control is rice. We can buy rice and sell it cheap. If we fix the price of rice too low Saigon and other grades will not come in. The Food Committee at the beginning of its labours committed a blunder. When prices began to go up they prohibited exports. That frightened away imports; it nearly spelt ruin for the Colony. Consequently that regulation had to be revoked. The Food Prices Current issued recently are only an indication of the prices ruling in the market. We try indirectly to enforce these prices. It is not an official list. The prices are in force because of a great deal of work done by the Government in connection with the rice trade."

This post, as Finney's Legend saith, Awoke a scolding wife from Death. And when at length she ceased to breathe, Any honest Finney came to grief. Oh when he saw an honest man, With honest means, he was not long.

TO-DAY'S MISCELLANY.

What has become of the table on which the last Treaty of Versailles was signed? This was a small mahogany table, belonging to Madame Jesse, in whose house Bismarck resided during the signing of Paris. He took it back to Berlin with him, and for many years it stood in his study, bearing a silver plate inscribed "The Preliminary Treaty of Peace between Germany and France was signed upon this table on February 26, 1871, at No. 14, Rue de Provence, Versailles." Before leaving Versailles Bismarck commissioned a local cabinet-maker to make a facsimile of the historic table. There was a clock in the house which Bismarck also set his heart upon, being attracted by the bronze of a demon biting his thumb which surmounted it. But Madame Jesse asked £200 for this, and as Bismarck thought the price exorbitant it remained at Versailles.

The appearance of women justices and ultimately of women judges on the bench will render inoperative some of the time-honoured devices of solicitors, barristers, and clients. The dressing of a woman litigant, witness or defendant, has often been a matter of grave consideration, and so great and ruthless an advocate as Russell of Killowen sometimes paid great attention to this detail, and gave instructions how a client should be dressed for the trial. Simplicity and black may be postulated as the chief points in most cases, but what appears simple to the male eye is far otherwise accounted sometimes by the fellow-woman, and what is intended to have a good effect on the Court may have just the opposite result where women are concerned. It is not often that a judge goes to the trouble, taken by Sir Charles Darling in a case in his court, of making an important witness appear in "clothes other than those selected for her. Even staid old judges have been susceptible at times, and have constituted themselves protectors of attractive women under cross-examination, though skilful advocates have contrived on occasion to dispel the illusion. The male magistrate has become the friend and confidant of hundreds of women; it is likely that the same footing will be established between woman and woman? Some who think they know feminine human nature reserve their opinion.

There is shortly to be sold at Christie's a corner-post of the fourteenth century, elaborately and ornately carved. The post formerly stood near the Abbey at Burton-on-Trent, and formed the corner of the old building spoken of by Shaw as "the tall building in the Market Place called the Garraffes." It was examined by the distinguished architect Sir Gilbert Scott, who pronounced it to be of not later date than 1340, and probably the oldest corner-post in the kingdom. "Finney's Post," its common title, derives its name from the fact that the wife of a merchant in Burton-on-Trent called Finney, who had the reputation of being a terrible scold, fell into a trance, and the bier upon which her body was borne to the churchyard close by was bumped against the post by the bearers. Mrs. Finney recovered consciousness and lived for several years afterwards, to the bitter disappointment of her husband, who was reported to have promised the bearers when she really did die, some years later, a good supper at the Royal Oak Inn if they would miss the post. Early in last century the relic was removed to the Isle of Anglessey, and when, in the late forties, it was purchased and brought back to Burton-on-Trent by the Thornhill family, it was attached to it a small brass plate engraved with the words—

This post, as Finney's Legend saith, Awoke a scolding wife from Death. And when at length she ceased to breathe, Any honest Finney came to grief. Oh when he saw an honest man, With honest means, he was not long.

NOTICE

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FUTURE OF CONSTANTINOPLE

MOSLEM BITTERNESS.

A Times correspondent writes from Constantinople—Turkish Stambul is deeply depressed. Rumours brought by newcomers from the West concerning the intentions of the Allied Powers, glowing Athenian Press prophecies of the rebirth of an Hellenic Empire extending from the Albanian marches to the Western shore of the Euxine, above all the recent Turco-Greek bickerings in the capital itself have intensified the Turk's uneasiness as to the fate of Constantinople. Some believe that the city will fall to the Hellenes, more that it will be internationalised, and not all of those who fear internationalisation expect to see the Star and Crescent among the flags that will float over the City of Constantinople in the days to come.

Following on these fears come bitterness and brooding among the Moslems, notably among the literate class, which is concentrated in the capital to a degree unknown in any European State. From bitterness to plotting is a short step in the Near East; so it is not surprising that alarmist rumours are as widespread as they were in pre-war days, and that when one hears that Turks of good standing have said, "Well, if we leave, we shall not leave Santa Sophia standing," one cannot dismiss the threat altogether as a mere expression of wounded race pride.

WORK FOR THE AGITATOR. Then there is the question of Thrace, Eastern and Western. A Turkish Committee has been formed to combat Greek and Bulgarian claims to these regions and to lay the claims of the "Moslem" majority of the population—which majority is by no means homogeneous—before the High Commissioners of the Allied Powers at Constantinople. Greece has laid her claims before the Peace Conference, and it is not to be supposed that the Bulgars have abstained from propaganda. Here too are materials for the political agitator, who has flourished so exceedingly in the Near East of late years, to employ after his wont.

The optimist may ask whether the facts as to the distribution of populations in European Turkey and Western Thrace are not well known. Whether the Western experts, who are doubtless consulted by the Governments of the Allied Powers in Paris, will not be able to place the necessary evidence and statistics at the disposal of their chiefs, and, this being so, whether there is really any fear of an unsatisfactory solution of the Turkish side of the Eastern Question, a solution, that is, which will merely be followed, as were the Treaties of Bukarest and London, by a fresh set of political disturbances in the Near East.

But interpretations of fact differ. Balkan and Turkish political statistics too often deserve to be ranked third in the series which begins with "lies." Experts are not always consulted—and even in their case, the passion for ethnography sometimes extinguishes all political sense or else the political expert ignores the claims of ethnography or geography. It may therefore be expedient to lay stress on certain aspects of the problems of Constantinople and of other Turkish areas which may have been somewhat neglected by the Press of Western Europe during the last few months.

POPULATION OF THE CAPITAL. To take the question of Constantinople. The majority of the

of the entire population of the city. The bulk of the land belongs to Turkish landlords. Financial and commercial business, in spite of the efforts of the Committee of Union and Progress to bring about a change during the last five years by every species of interference, ranging from the boycott of Greek sweetstalls to the levying of huge blackmail on non-Moslem merchants and bankers, is still mainly in the hands of non-Moslem Greeks, Jews, and to a lesser extent since the massacre, Armenians, not to mention the European commercial element. Skilled labour is usually Greek or Armenian.

It is quite true, as M. Venizelos has pointed out to the Peace Conference, that a considerable proportion of the Turkish population is composed of parasitic elements—the hangers-on and poor relations of officials, wealthy landlords, and Court functionaries. These hangers-on are mostly idlers who intrigue furiously for the sinecures which are at the disposal of every Turkish notable who is in favour with the powers that be. With these are to be reckoned a swarm of redundant officials of the class who the French term "pudgatives." But there are other Turks who work, even though they often belong to the official class, and who are not so obsessed by religious or national prejudices that their views do not deserve some consideration. Such Turks admit that since the Talaats and Envers have completely demoralised the public services a long period of Western control will be necessary in every Department of State in whatever Turkey is left by the coming Treaty of Peace, if the Turkish State is to survive at all. But they urge that, given such control, the Turkish State should retain Constantinople as its capital, even if its sovereignty there be but nominal. They argue that such a solution would be an act of political wisdom and of justice on the part of the Entente Powers.

TURKISH ARGUMENTS. Enlightened Turks say: "Leave us under any form of control you will at Constantinople and we shall at least have a chance of development. Banish our Court, our Government, and a large proportion of our educated classes to Konia or some other Anatolian city and you make of Turkey a poor peasant State peopled largely by semi-barbarians, whose progress will be intolerably slow."

There is something to be said for this view. The Turkish peasant of Anatolia has some good qualities, but his religious conservatism and his primitive views on social questions hamper him in many respects. One does not for example, see the increasing social freedom now won by the Turkish woman of the literate class, a freedom which is not often abused, surviving an emigration from Constantinople to some Anatolian country town.

There is another argument in favour of the retention of some form of Turkish sovereignty at Constantinople, which the Turks for obvious reasons do not adduce. So long as a Turkish Government remains at Constantinople the West can always henceforth bring the maximum of political pressure upon a city which will have lost two bulwarks—the forts of the Dardanelles and those that guard the Bosphorus. But if Turkey be reduced to an Anatolian peasant State governed by resentful officials with little to lose, there is always the risk that the Talaats or those like unto them, may return and continue to promote Near Eastern disorder.

It is one thing for the League of Nations or the Mandate Powers to send a few marshals to the

LOCAL DEATHS.

Mr. D. R. SHAW.

We regret to record the death, which took place at the Peak Hospital last night, of Mr. D. R. Shaw, engineer, of the Hongkong and Whampoa Dock Co., Ltd. The deceased, who was 41 years of age, had been ill for about two months. He was a native of L-ith, Scotland and was for some time Chief Engineer of the S.S. Laver.

The deceased was a married man, and his wife went Home by the Express of Asia in May last. With her the deepest sympathy will be felt. There are no children. Mr. Shaw was a keen bowler, being a member of the Kowloon Bowling Green Club. He was also a member of "B" Company of the Hongkong Defence Corps and will be accorded a military funeral this evening. The cortege will pass the Monument at 5.30 p.m.

MASTER ROBERT WINFIELD. Much sympathy is felt with Mr. W. J. E. Winfield, of the Commander's Department, Naval Dockyard, and Mrs. Winfield, in the death of their only son, Robert William, at the Royal Naval Hospital yesterday. The deceased, who was a member of the Cadet Corps and of the choir of St. John's Cathedral, entered the Hospital on Sunday, suffering from appendicitis and was operated on the same day. Hopes of his eventual recovery were not realised and he passed away at 12.05 p.m. yesterday, at the age of 14 years. Funeral will pass the Monument at 5 p.m. to-day.

HOUSING IN KOBE.

PROTECTION FROM HOUSE AGENTS.

On the 21st ult. His Excellency the Governor issued a series of Regulations for the Control of House Agents in Kobe. These Regulations have been read and necessary by the scandalous manner in which rents have been screwed up, especially in the case of the poor. The following are the more important articles of the new Regulations:

Art. V.—The following persons shall not be qualified for the house or land business:—Minors and incompetents; people who have been sentenced to more than one year's imprisonment with hard labour (unless sincerely repentant); undischarged bankrupts; persons who have been forbidden within the past three years to conduct a house agency; persons of bad behaviour and dangerous to public morality.

Art. X.—The house agencies are strictly required to observe the undermentioned rules—

(a) Notifying of house rents is allowed except on instruction from the houseowners.

(b) No unreasonable persuasion must be used to induce houseowners to force up the rents.

(c) Without good reason the agencies must not press tenants to leave.

(d) House agencies must not make profits by threatening the tenants with a rise in rents.

(e) No other payment from the tenants beyond the rent agreed upon shall be claimed.

Art. XII.—The Kencho authorities as well as the police stations shall order the production of the books and documents, if necessary, or may examine them at the agencies' offices.

Art. XIII.—Agents' business shall be suspended or permission already obtained shall be cancelled when they show no sign of repentance after being punished for a breach of any of these regulations.

Art. XIV.—Persons who ignore Arts III, IV, VI, and XI, shall be fined or detained, as also those who make false entries in their books.

The Kobe Shinbun reports that Kobe City now contains some 120,000 houses of which some 60,000 are let through house agencies, while some 15,000 houses are occupied by their owners. The remaining 45,000 are presumably rented direct by the tenant from the owner. The Heishinkwan house agency is now reported to be planning the establishment of numbers of small tenement houses in Kobe "in a benevolent sense," the rent being paid at ¥10 to ¥7. The agency is said to have held a managers' meeting a few days ago for the purpose and a decision will be reached at its shareholders' meeting to be held on August 31. The Shinbun says that the agency is in order to give further

in order to give further

in order to give further

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HOTEL MANSIONS

VICTORIA THEATRE.

At the Victoria Theatre this afternoon (at 5.15) the management is screening episodes 3, 4 and 5 of "The Bull's Eye" which has been drawing crowded houses. There will be another matinee tomorrow. The reason for this new departure is that a very fine and stupendous serial, featuring Pearl White, is shortly to be released at this Theatre, and consequently "The Bull's Eye" is to be hurried through to allow of this new great production being presented. On Saturday at the matinee three new episodes of "Bull's Eye" will be projected.

For to-night a delightfully new programme has been arranged. There is a superlative photo-play entitled "Hinton's Double" which portrays Frederick Ward, a famous actor throughout the English-speaking world, in the title role. It is a Pathe super-production, and that is a hall mark which implies excellence. The story goes with a swing from start to finish. A comedy "Toto's Trouble" and a delightfully up-to-date and instructive series of pictures comprising Pathe's Gazette make up the bill of fare, and a good one, too.

RICE ECONOMY IN JAPAN.

OFFICIAL INSTRUCTIONS.

With a view to effecting an economy of rice all over the country, Mr. Yamamoto, the Japanese Minister of Agriculture and Commerce, has given the following instruction to Prefectural Governors:—

"The Government in view of the present condition of the rice market in Japan, has made careful investigations into the causes of the shortage of rice and at the same time has been doing its best in the import of foreign rice. It is most important at this time that the people should effect the utmost economy of rice in their daily consumption. The Government therefore instructs the Prefectural Governors to issue orders to the people to be economical in their consumption of rice."

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With reference to the above-mentioned instructions, it is interesting to note that on the 21st ult. the municipal markets in Kobe started the sale of foreign rice, the result of which was very satisfactory, about 37.74 koku (a koku is a consumption for some 11,000 people) having been disposed of on that day. During the month of July the total quantity of foreign rice sold was 1,100 koku.

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SHIPPING.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Manila, K'ung, Shai & Japan ports.
Cargo to Overland Points U.S. in connection with Great Northern,
Northern Pacific, and Chicago, Milwaukee and St. Paul Railways.KASHIMA MARU (Omitting Keelung and Shanghai) Saturday,
23rd Aug. at 11 a.m.

FUSHIMI MARU (Omitting Manila) Friday, 19th Sept. at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez,
Port Said & Marseilles.

INABA MARU Friday, 22nd Aug. at Noon.

KAMO MARU Friday, 5th Sept. at Noon.

MELBORNE & SYDNEY via Manila, Zamboanga, Thursday
Island, Townsville & Brisbane.

AKI MARU Wednesday, 20th Aug. at 11 a.m.

TANGO MARU Wednesday, 24th Sept. at 11 a.m.

NEW YORK & HAVANA via Kobe, Yokohama, Muroran, San
Francisco, Panama & Colon.

BOMBAY & COLOMBO via Singapore.

SHINGO MARU Wednesday, 13th Aug.

CALCUTTA & RANGOON via Singapore & Penang.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

TANGO MARU Saturday, 23rd Aug. at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

KOSOKU MARU Friday, 15th Aug.

ATSUTA MARU Tuesday, 19th Aug. at 11 a.m.

BOMBAY MARU Thursday, 21st Aug.

SHIDZUKA MARU Thursday, 4th Sept. at 11 a.m.

EXTRA SERVICES (Marseilles, Liverpool, Antwerp, South
American ports via Cape, etc.).

TAJIMA MARU (Marseilles & Liverpool) Middle of Aug.

WAKASA MARU (London & Antwerp) End of Sept.

TSUTSUKA MARU (Marseilles & Liverpool) End of Sept.

For further information apply to—NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293. S. YASUDA, Manager.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

STEAMERS From Hongkong.

MINYO MARU 13th Aug. (Omitting call at Shanghai).

KORSA MARU 28th Aug. (Omitting call at Shanghai).

KORSA MARU 10th Sept. (Omitting call at Shanghai).

KORSA MARU 25th Sept. (Omitting call at Shanghai).

KORSA MARU 2nd Oct. (from Yokohama).

KORSA MARU 10th Oct. (from Yokohama).

KORSA MARU 18th Oct. (from Yokohama).

KORSA MARU 26th Oct. (from Yokohama).

KORSA MARU 3rd Nov. (from Yokohama).

KORSA MARU 11th Nov. (from Yokohama).

KORSA MARU 19th Nov. (from Yokohama).

KORSA MARU 27th Nov. (from Yokohama).

KORSA MARU 5th Dec. (from Yokohama).

KORSA MARU 13th Dec. (from Yokohama).

KORSA MARU 21st Dec. (from Yokohama).

KORSA MARU 29th Dec. (from Yokohama).

KORSA MARU 6th Jan. (from Yokohama).

KORSA MARU 14th Jan. (from Yokohama).

KORSA MARU 22nd Jan. (from Yokohama).

KORSA MARU 30th Jan. (from Yokohama).

KORSA MARU 7th Feb. (from Yokohama).

KORSA MARU 15th Feb. (from Yokohama).

KORSA MARU 23rd Feb. (from Yokohama).

KORSA MARU 3rd Mar. (from Yokohama).

KORSA MARU 11th Mar. (from Yokohama).

KORSA MARU 19th Mar. (from Yokohama).

KORSA MARU 27th Mar. (from Yokohama).

KORSA MARU 4th Apr. (from Yokohama).

KORSA MARU 12th Apr. (from Yokohama).

KORSA MARU 20th Apr. (from Yokohama).

KORSA MARU 28th Apr. (from Yokohama).

KORSA MARU 6th May. (from Yokohama).

KORSA MARU 14th May. (from Yokohama).

KORSA MARU 22nd May. (from Yokohama).

KORSA MARU 30th May. (from Yokohama).

KORSA MARU 7th Jun. (from Yokohama).

KORSA MARU 15th Jun. (from Yokohama).

KORSA MARU 23rd Jun. (from Yokohama).

KORSA MARU 3rd Jul. (from Yokohama).

KORSA MARU 11th Jul. (from Yokohama).

KORSA MARU 19th Jul. (from Yokohama).

KORSA MARU 27th Jul. (from Yokohama).

KORSA MARU 4th Aug. (from Yokohama).

KORSA MARU 12th Aug. (from Yokohama).

KORSA MARU 20th Aug. (from Yokohama).

KORSA MARU 28th Aug. (from Yokohama).

KORSA MARU 5th Sep. (from Yokohama).

KORSA MARU 13th Sep. (from Yokohama).

KORSA MARU 21st Sep. (from Yokohama).

KORSA MARU 29th Sep. (from Yokohama).

KORSA MARU 7th Oct. (from Yokohama).

KORSA MARU 15th Oct. (from Yokohama).

KORSA MARU 23rd Oct. (from Yokohama).

KORSA MARU 31st Oct. (from Yokohama).

SHIPPING NEWS.

BLOCKING OF THE PORTS.

The Times shipping correspondent writes:—A glance at almost any day's news would show that shipping managers are now faced with a number of pressing problems. These primarily concern the British shipping industry, but indirectly they very seriously affect the whole nation. The grave losses suffered by the British mercantile marine during the war and the abnormally heavy wear and tear borne by the remaining ships, the very unsatisfactory rate of replacement in this country, and the sure, though not slow, strengthening of foreign shipbuilding and shipping industries are all matters which must cause grave concern. Yet there is no more urgent trouble compromising British shipping at the present time, and none which more closely and unfavourably affects the public, than that of the very severe congestion at the ports. Shipping cannot be used to the utmost advantage when it is kept idle in port because of the lack of discharging and loading facilities. The distribution of badly needed supplies to the population is deferred and the lowering of prices postponed. The state bordering on chaos which now exists is due partly to circumstances of the war over which the country had no control, but it seems also to have been due partly to mistakes in policy. In any case the existing conditions need to be altered radically. Of that all authorities who have given any thought to the subject must be agreed. Otherwise chaos will breed chaos. A number of circumstances have contributed to the present troubles, the more important of which, so far as they have come to light, it may be useful to mention:—I. In their task of importing great quantities of food the Government authorities appear to have incurred much responsibility for some of the congestion at the ports. It is known that vast quantities of food have been stored in warehouses at the ports for long periods, although dock warehouses are designed to facilitate the through transit of merchandise. If the accommodation is not used for this purpose, but for the indefinite storage of goods instead, the flow of commerce through the ports is impeded. No doubt there was great difficulty in securing accommodation for storage inland, but the fact remains that the policy of using the ports for storage has helped to block them. II. Vast consignments of wool have lately arrived in this country. The wool had long been stored in Australasia owing to the lack of transport. During the past few months a large number of steamers have been dispatched to Australia with returning troops, and they have been coming back with immense quantities of wool, which have severely taxed the available storage space and caused much dislocation. III. The tendency to work less energetically and to work fewer hours is considered by authorities to have unfavourably affected the task of freeing the ports. Before the war much barge work was done at night on the River Thames. Now there is a disinclination among the river workers to work at night. IV. Traffic has been concentrating on the few great ports, to the comparative neglect of the smaller ports. The latter were used, to a considerable extent, before the war by the smaller ships, both British and foreign. The loss in small British cargo vessels during the war was very serious indeed. Before the war foreign vessels were attracted to the United Kingdom by the certainty of being able to load coal cargoes for the return voyage. When our coal exports fell away a powerful magnet for this class of ship ceased to draw. V. An immense volume of traffic has been thrown on the railways by the decline in coasting shipping. This has been felt in two ways. Cargoes were carried from the smaller ports by the coasting vessels to be loaded in the ocean-going ships, and, vice versa, cargo was distributed from the liners at the great ports to the smaller ports round the coast by coasting vessels. Secondly, commodities which used to be sent coastwise are now sent by rail, and this includes many rough and heavy commodities, and the demand on the allocation of a large number of railway trucks for which the present needs far exceed the supply.

SHIPPING.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
PAK HOI & HAIPHONG	Kaifong	15th Aug. at 9 a.m.
LOLO & KOLUBUGAN	Pathei	15th Aug. at 10 a.m.
SHANGHAI	Suiyang	17th Aug. at 10 a.m.
HOIHOW & SINGAPORE	Lina	17th Aug. at 10 a.m.
SHANGHAI	Yingchow	19th Aug. at 11 a.m.
SWATOW & BANGKOK	Hupph	19th Aug. at 11 a.m.

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO.
Excellent Saloon accommodation, midships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (three weekly) and Tientsin weekly, taking cargo on through Bills of Lading to all Ports and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Hongkong.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Agents.

Tel. phone No. 36.

Hongkong Aug. 14, 1919.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	To
Tihsing	Java	In port	19th Aug.	Japan
Tihsing	Java	In port	20th Aug.	Japan
Tihsing	Shanghai	23rd Aug.	26th Aug.	Java
Tihsing	Java	19th Aug.	4th Sept.	Java
Tihsing	Java	25th Aug.	4th Sept.	Java

The steamers are all fitted throughout with electric light, and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Building.

Telephone No. 1574.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOOSHOW AND RETURN.

(Occupying 9 to 10 days)

Steamships. Captain. Leaving.

Hainan. J. W. Evans. THUR., 14th Aug. at 1 p.m.

Quinsang. Medina. SUN., 17th Aug. at noon.

Hainan. A. H. Stewart. TUES., 19th Aug. at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Black Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

INDO-CHINA STEAM NAVIGATION CO., LTD.

Projected Sailings from Hongkong.—(Subject to Alteration).

SHIPPING

O. S. K.

OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.

AMAZON MARU Friday, 15th August.
ALTAL MARU Friday, 28th August.
CENOA & BOMBAY—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Co's steamer.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.

TACOMA MARU Wednesday, 10th Sept.

BOMPAY & COLOMBO—Regular fortnightly service via Spore.

KASADO MARU Thursday, 14th Aug.

BURMA MARU Sunday, 31st Aug.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly Service.

SHISEN MARU Monday, 1st Sept.

SYDNEY & MELBOURNE—Monthly service calling at AUCLAND, N. Z. and ADELAIDE.

LEZON MARU Beginning Oct.

VICTORIA & VANCOUVER—Tacoma via Manila, Keelung, Shanghai, Nagasaki, Moji, Kobe, Yokkaichi & Yokohama.

AFRICA MARU Monday, 18th Aug.

CANADA MARU Monday, 1st Sept.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf near the Harbour Office.

AMAKUSA MARU Sunday, 17th Aug.

TAKAO via SWATOW & AMOY.

SOSHU MARU Friday, 15th Aug.

JAPAN PORTS—Moji, Kobe, Yokkaichi & Yokohama.

For sailing dates and further particulars please apply to—

Y. YASUDA,

Manager.

Tel. No. 744 and 745

No. 1, Queen's Building.

Y. K. K.

YAMASHITA KISEN KAISHA.

(THE YAMASHITA STEAMSHIP CO., LTD.)

NANYO MARU No. 1

NANYO MARU No. 2

NANYO MARU No. 3

SODEGAURA MARU

KYODO MARU No. 13

TAMON MARU No. 1

ASOSAN MARU

CHEIAN MARU

REGULAR SERVICE FOR

FREIGHT BETWEEN

HONGKONG.

BANGKOK

and/or

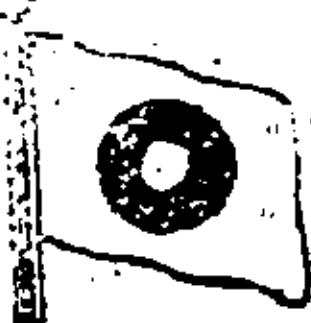
SINGAPORE.

For Particulars Please Apply to:—

M. KOBAYASHI, Agent.

Tel. No. 141 & 155.

Top Floor, King's Building.



KUHARA SHOJI KAISHA, LTD.

KUHARA TRADING CO., LTD.

(Shipping Department).

HEAD OFFICE (KOBE).

Branches and Representatives:—

OSAKA, OSAKA, LONDON, NEW YORK, PARIS, BOMBAY, PORT SAID, SUEZ, HAVANA, BOMBAY, CALCUTTA, COLOMBO, SINGAPORE, TAWAU, BANGKOK, SAIGON, YOKOHAMA, SHANGHAI and TAIPEI.

Taking Cargo on through Bills of Lading to Pacific Coast, Japan, China, India, Java, North and South America, also to Mediterranean.

SUBJECT TO ALTERATION WITHOUT NOTICE.

For further particulars apply to—

CHU KYOKU TRADING Co.,

M. HASHIMOTO,

General Agents.

Telephone No. 2108.

THE ADMIRAL LINE

PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U. S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER

"WESTERN KNIGHT" About August 18th

"ELDRIDGE" 18th

"EDMORE" August 25th

"WEST HEPPBURN" Middle Sept.

For PORTLAND direct.

"COAXET" Late August.

Through Bills of Lading issued to OVERLAND COMMON PORTS.

For FREIGHT AND PARTICULARS APPLY TO

THE ADMIRAL LINE

JOHN J. GORMAN, GENERAL AGENT.

100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000.

SHIPPING

THE DOLLAR S. S. LINE

SAILINGS FROM HONGKONG FOR

VANCOUVER

via MANILA & SHANGHAI

STEAMER

"HAROLD DOLLAR"

SAILING DATE

29th August

Through Bills of Lading issued to all parts of United States or Canada.

For particulars for freight apply to—

THE ROBERT DOLLAR Co.

GENERAL POST OFFICE BUILDING

THIRD FLOOR

TEL. 795.

792.

VESSELS LOADING AND TO LOAD.

Destination, Vessel's Name, For Freight Apply To, To be Dispatched.

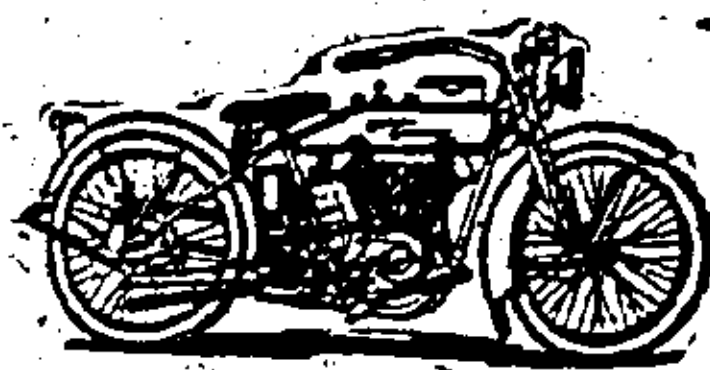
JAPAN AND COAST PORTS.

Swatow, Amoy and Foochow	Haibong	D. L. Co.	14. Aug.
Shanghai	Sin'iang	B. & S.	14. Aug.
Takao via Swatow and Amoy	Sosho M.	O. S. K.	14. Aug.
Hilo and Kolombangara	Pakhoi	B. & S.	15. Aug.
Pakhoi and Paiphong	Kaifong	B. & S.	15. Aug.
Keelung via Swatow and Amoy	Amakusa M.	O. S. K.	15. Aug.
Manila	Yuenan	J. M. Co.	15. Aug.
Shanghai via Ningpo	Tungshing	J. M. Co.	16. Aug.
Kobe	Namsang	J. M. Co.	16. Aug.
Swatow, Amoy and Foochow	Quingebang	D. L. Co.	17. Aug.
Shanghai	Quiyang	B. & S.	17. Aug.
Shanghai via Swatow	Hangsang	J. M. Co.	17. Aug.
Hoihow and Singapore	Liman	B. & S.	17. Aug.
Japan	Tjiliwong	J.C.J. L.	17. Aug.
Java	Tjiki	J.C.J. L.	17. Aug.
Shanghai	Yingchow	B. & S.	18. Aug.
Swatow and Bangkok	Hopsh	B. & S.	19. Aug.
Tientsin	Cheonsing	J. M. Co.	19. Aug.
Shanghai	Wosang	J. M. Co.	19. Aug.
Sandakan	Hinsang	J. M. Co.	19. Aug.
Straits and Calcutta	Yatshing	N. Y. K.	19. Aug.
Shanghai, Kobe and Yokohama	Atsuta M.	N. Y. K.	19. Aug.
Swatow, Amoy and Foochow	Haitan	D. L. Co.	19. Aug.
Japan	Tjiliwong	J.C.J. L.	20. Aug.
Manila	Loonssang	J. M. Co.	22. Aug.
Straits and Calcutta	Pooksur	J. M. Co.	23. Aug.
Java	Tjiki	J.C.J. L.	26. Aug.
Kobe	Kwaissang	J. M. Co.	26. Aug.
Saigon, Bangkok & Singapore	Shisen	O. S. K.	1 Sept.
Java	Tjimsanek	J.C.J. L.	4 Sept.
Singapore, Colombo & Bombay	Dunera	P. & O.	7 Sept.

NOTICE.

HARLEY-DAVIDSON

Model



19-J

The Electrically Equipped

Motorcycle

for

Utility and Recreation

SHEWAN TOMES & CO.

Garage-No. 7 Russell Street

Phone 450

CONSIGNEES

CHINA MAIL STEAMSHIP COMPANY, LTD.

NOTICE TO CONSIGNEES.

From SAN FRANCISCO, HONOLULU, YOKOHAMA & SHANGHAI

The Steamship

NANKING

Having arrived from the above ports, consignees of cargo are hereby notified to send in their Bills of Lading duly endorsed for countersignature and take immediate delivery of their goods from ship's side.

Cargo impeding discharge will be landed immediately and cargo remaining on board on and after Saturday 16th Aug. 1919 at 5 p.m. will be landed into the Co's Godown at Consignees' risk and expense. Cargo undelivered on and after Wednesday, 20th Aug. 1919 at 5 p.m. will be subject to rent.

All broken, chafed and damaged packages will be landed into Co's Godown, where it will be examined on Wednesday, 20th Aug. 1919, at 10 a.m.

No claim will be entertained after the goods have left the ship's side and/or Co's Godown.

All claims must be presented within 3 weeks of the ship's arrival, otherwise they will not be recognised.

No Fire Insurance whatever will be affected.

O. H. RITTER,

Agent.

Prince's Building, Ground Floor, Hongkong, 14th August, 1919.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

AND

CHINA MUTUAL STEAM

NAVIGATION CO., LTD.

Consignees per Company's

Steamer

"LAOMEDON"

are hereby notified that the Cargo will be discharged into Ho's Wharf, Kowloon, where it will lie at Consignees' risk. The Cargo will be ready for delivery from Godown on and after 11th August.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 18th Aug. will be subject to rent. All Claims against the Steamer must be presented to the undersigned on or before the 1st September, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 11th August, 1919.

MOVEMENTS OF STEAMERS

The Admiral Line s.s. ELDRIDGE (Seattle Line) sailed from Kobe August 1st, and is due at Hongkong August 16th, via Manilla and Shanghai.

The Admiral Line s.s. WESTERN KNIGHT (Seattle Line) sailed from Shanghai July 30th, and is due at Hongkong about August 15th, via Manilla.

The Admiral Line s.s. EDMORE (Seattle Line) sailed from Seattle July 18th, and is due at Hongkong about August 25th, via Yokohama and Kobe.

The N. Y. K. s.s. TANGO M. (Australia Line) left Sydney for this port via Australian ports and Manilla on the 1st August, and is expected here on the 22nd August.

The N. Y. K. s.s. BOMBAY M. (Calcutta Line) left Calcutta for this port via Rangoon and Singapore on the 31st July, and is expected here on the 20th August.

The s.s. HAROLD DOLLAR is due to arrive on the 24th inst. from Vancouver via Karatsu and Shanghai.

The N. Y. K. s.s. KOSOKU M. (Bombay Line) left Singapore for this port on the 7th Aug., and is expected here on the 14th Aug.

The N. Y. K. s.s. SHINGO M. (Bombay Line) left Shanghai for this port on the 10th August and is expected here on the 14th Aug.

The N. Y. K. s.s. TOTOMI M. (Bombay Line) left Moji for this port on the 10th August and is expected here on the 14th Aug.

The P. & O. s.s. HERMLIN left Singapore for this Port on the 10th instant and is due here on the 17th instant at about daylight.

The T. K. K. s.s. PERSIA M. arrived at Yokohama August 10th and will sail August 13th, as per schedule, being due at Hongkong August 21st.

The P. & O. s.s. GABLONZ left Singapore for this Port on the 11th instant, and is due here on the 17th instant, afternoon.

The R. M. S. EMPRESS OF JAPAN arrived at Shanghai on 13th Aug. and is due at Hongkong, on 15th Aug., at 5 p.m.

TIDE TABLE.

From 11th Aug. to 17th Aug.

	High Water	Low Water	High Water	Low Water
	11th Aug.	12th Aug.	13th Aug.	14th Aug.
11.00	5.0	4.0	5.0	4.0
12.00	5.5	4.5	5.5	4.5
13.00	6.0	5.0	6.0	5.0
14.00	6.5	5.5	6.5	5.5
15.00	7.0	6.0	7.0	6.0
16.00	7.5	6.5	7.5	6.5
17.00	8.0	7.0	8.0	7.0
18.00	8.5	7.5	8.5	7.5
19.00	9.0	8.0	9.0	8.0
20.00	9.5	8.5	9.5	8.5
21.00	10.0	9.0	10.0	9.0
22.00	10.5	9.5	10.5	9.5
23.00	11.0	10.0	11.0	10.0
24.00	11.5	10.5	11.5	10.5

m morning, a afternoon.

BIG IRON MINE DISCOVERED IN NANKING.

A new iron mine has been discovered at Chiaofengshan (Nanking) about 10 li from the Kaohsiung Railway station. A mining survey estimates that the total quantity

The following students of the Technical Institute were successful at the annual examination held in June—

G

NOTICE.

IMPORTS AND EXPORTS OFFICE.

Whereas on July 19th. Beamerdunk junk T536H was seized by the Revenue Department while lying off Saltfish Lane. Take notice that if this junk is not claimed within seven days from Aug. 15 it will be sold by Public Auction to defray expenses incurred.

(Sd) S. W. BROCKWITZ
Superintendent

IMPORTS & EXPORTS
Hongkong, 12th August, 1919

NOTICE.

HONGKONG & SHANGHAI BANKING CORPORATION

THE DIVIDEND DECLARED
for the Half Year ending 30th June 1919 at the rate of Two Pounds five shillings sterling per share is payable on and after MONDAY the 11th day August, Current, at the Offices of the Corporation, where shareholders are requested to apply for Warrants.

By order of the Court of Directors,
N. J. STABB
Chief Manager

NOTICE.

HONGKONG HOTEL CO. LTD.

It is hereby notified that Interim Dividend of \$4 per share has been declared for the half year ending 30th June, 1919.

The Dividend will be payable on and after Thursday, the 28th August, 1919, at the Offices of the Company, where Shareholders are requested to apply for Warrants.

The Register of Shares of the Company will be closed from 20th to 27th August, 1919 (both days inclusive) during which period no transfer of Shares can be registered.

By order of the Board of Directors,
J. H. TAGGART,
Manager

Hongkong, 14th August, 1919.

The Best Tiffin
in town

TO-DAY
is at

WISEMAN'S
\$1.00
Tickets for 30 Meals
\$25.00

All the Meat, Poultry,
Milk and Butter
is supplied by the

"Dairy Farm"
D. M. GOODALL
Manager

THE INDUSTRIAL AND COMMERCIAL BANK LIMITED.
Head Office - 4 Des Voeux Road, Singapore.
Branches - Malacca Street Building, Hong Kong.
Raffles Place, Singapore.
Raffles Place, Penang.
Raffles Place, Ipoh.
Raffles Place, Seremban.
Raffles Place, Kuala Lumpur.
Raffles Place, Johore Bahru.
Raffles Place, Medan.
Raffles Place, Palembang.
Raffles Place, Bangkok.
Raffles Place, Saigon.
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Raffles

NOTICES.

Sole Agents:
THE CONNAUGHT MOTOR CAR COMPANY.



Tel. No. 1913.
28, Des Voeux Rd.
Central.
G.P.O. Box 444.

A Car which has won for itself a world wide reputation for permanency of Service, Power, Design, Comfort, Workmanship & Economy.

"A High Class Latest Modelled Car
At a price within the reach of all."

A Consignment of Studebakers has just been landed.
Inspection and Enquiries are cordially solicited.

EVERY DROP OF



Brandy is unequalled as a pleasant wholesome stimulating tonic. It is aged in wood for years before being bottled.

Obtainable Everywhere.
Sole Agents,

H. RUTTONJEE & SON.
Wine & Spirit Merchants.

16, Queen's Road, Central,
HONGKONG.

M. Y. SAN & Co., Ltd.
Manufacturers of "Bee Brand"
Biscuits & Candies



HEAD OFFICE: Nos. 92-100 Queen's Road, Central, Hongkong.
FACTORY: Nos. 141-145 Wanchai Road, Hongkong.
BRANCHES: Manila, Singapore, Shanghai & Canton, China.

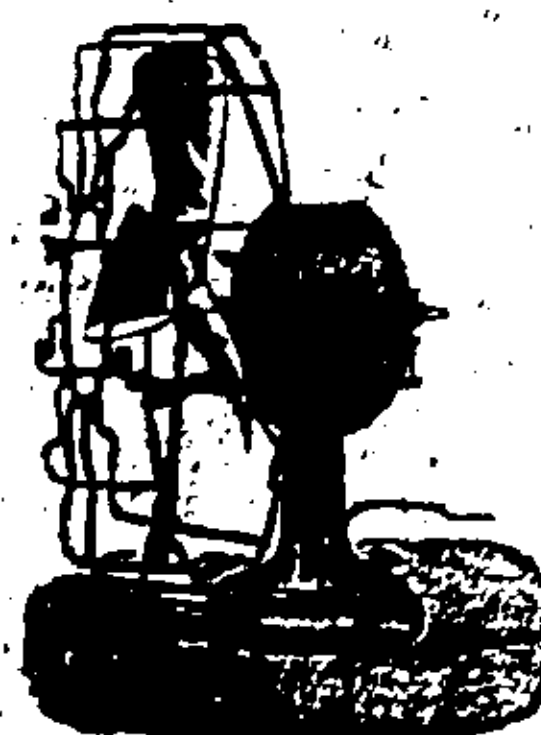
HONGKONG TAILORING CO.
LADIES AND GENTS TAILORING
DRAPERS, &c.,
No. 1c, D'Aguiar Street, Central,
HONGKONG.
TEL 2880.

WILLIAM C. JACK
& CO., LTD.

WHATEVER IS WORTH DOING IS
WORTH DOING WELL.

Is the motto of our Wanchai Workshops
They are equipped for:-

General Engineering and Electrical Work
Electro silver and nickel plating
Turning, lacquering and Bronzing
Repair work of any description
And above all our prices are right and we can give prompt delivery.



SWATOW DRAWN WORK CO.,

No. 14 Des Voeux Road, Central.

IN ORDER TO PREPARE ROOM FOR A LARGE QUANTITY OF NEW
GOODS ARRIVING SHORTLY ALL GOODS IN STOCK WILL BE SOLD
AT BARGAIN PRICES AT OUR

CHEAP SALE

WHICH CLOSING ON AUG. 15 THIS IS A UNIQUE OPPORTUNITY
TO BUY FINEST LACES, DRESS PATTERNS, UNDER-
WEAR, AND VARIOUS KINDS OF FANCY GOODS
AT BARGAIN PRICES.

NOTICE.

Yorkshire Insurance Co., Limited.
ESTABLISHED 1844.

The Undersigned AGENTS for the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates.
SHEWAN, TOMES & CO. AGENTS.

RAMSAY & CO.

WE HAVE A LARGE SELECTION OF
TYPEWRITERS, ADDING MACHINES AND
SOLICIT YOUR KIND INSPECTION.

WE SPECIALISE IN TYPEWRITER
REPAIRS, WHICH ARE EXECUTED BY
EXPERT MECHANICS.

WE ARE IN THE BEST POSITION TO
SUPPLY TYPEWRITERS REQUISITES.
SEND US YOUR ORDERS FOR PENS,
CARBON PAPER, ETC.

理代泰豐華

A Finer Milk Food for Infants.
Invalids and Nursing Mothers cannot
be Obtained.

A large consignment just landed.
Prices very moderate.

粉奶牛洲澳



SHIU FUNG TAI & Co.

Agents:
For Hongkong and South China
No. 47 & 49, Commercial Road, Central,
Hongkong.
Telephone Nos. 1234 & 2259.

EXCHANGE.

SELLING

T/T Shanghai	3.93
Demand	3.9 15/16
30 d's	3.10 1/16
60 d's	3.10 3/16
4 m's	3.10 5/16
T/T Hongkong	Nom.
T/T Singapore	162 1/2
T/T Japan	165
T/T India	Nom.
Demand, India	Nom.
T/T San Francisco	82 1/2
& New York	215
T/T Java	Nom.
T/T Manila	Nom.
T/T France	6.30
Demand, Paris	Nom.

BUYING

4 m's. L.C.	3.11
4 m's. D.P.	3.11 1/4
6 m's. L.C.	3.11 3/4
30 d's. Sydney and Melbourne	3.11 1/2
30 d's. San Francisco & New York	83 1/2
4 m's. Marks	Nom.
4 m's. France	6.40
6 m's. France	6.46
Demand, Germany	Nom.
Demand, New York	82 1/2
T/T Bombay	Nom.
Demand, Bombay	Nom.
T/T Calcutta	Nom.
Demand, Calcutta	Nom.
Demand, Manila	172 1/2
Demand, Singapore	162 1/2
On Haiphong	Nom.
On Saigon	Nom.
On Bangkok	40 3/4
Sovereign	5.15 Nom.
Gold leaf per Tael	36.40
Bar Silver, per oz	58 1/2
Bar Silver, per 100	56 15/16

SUBSIDIARY COINS

DISCOUNT PER 100	
H'kong 50 cts	45 1/2
10	45 1/2
5	45 1/2

BANKS.

G. R.

All persons with the exception of those of Chinese race, desiring to leave the Colony for places other than Canton, West River or Macao should apply in person for permission to do so at THE PASS OFFICE, POST OFFICE BUILDING between the hours of 9 a.m. to 1 p.m. and 2 p.m. to 4 p.m. daily.

Applicants will be required to produce Passports or identification papers.

All persons with certain exceptions who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION OF PERSONS ORDINANCE 1916. Forms of Registration giving the particulars required may be obtained at the G.P.O. and at all Police Stations.

The Penalty for non-compliance is a fine not exceeding 150.

THE HONGKONG & SOUTH CHINA WAR SAVINGS ASSOCIATION.

APPLICATION forms for Membership of the above Association may be obtained from all the Banks or from the undersigned.

THE UNION INSURANCE SOCIETY OF CANTON, LTD.
Honorary Secretaries & Treasurers.

Hongkong, 15th January 1919.

PEAK TRAMWAYS CO. LTD.

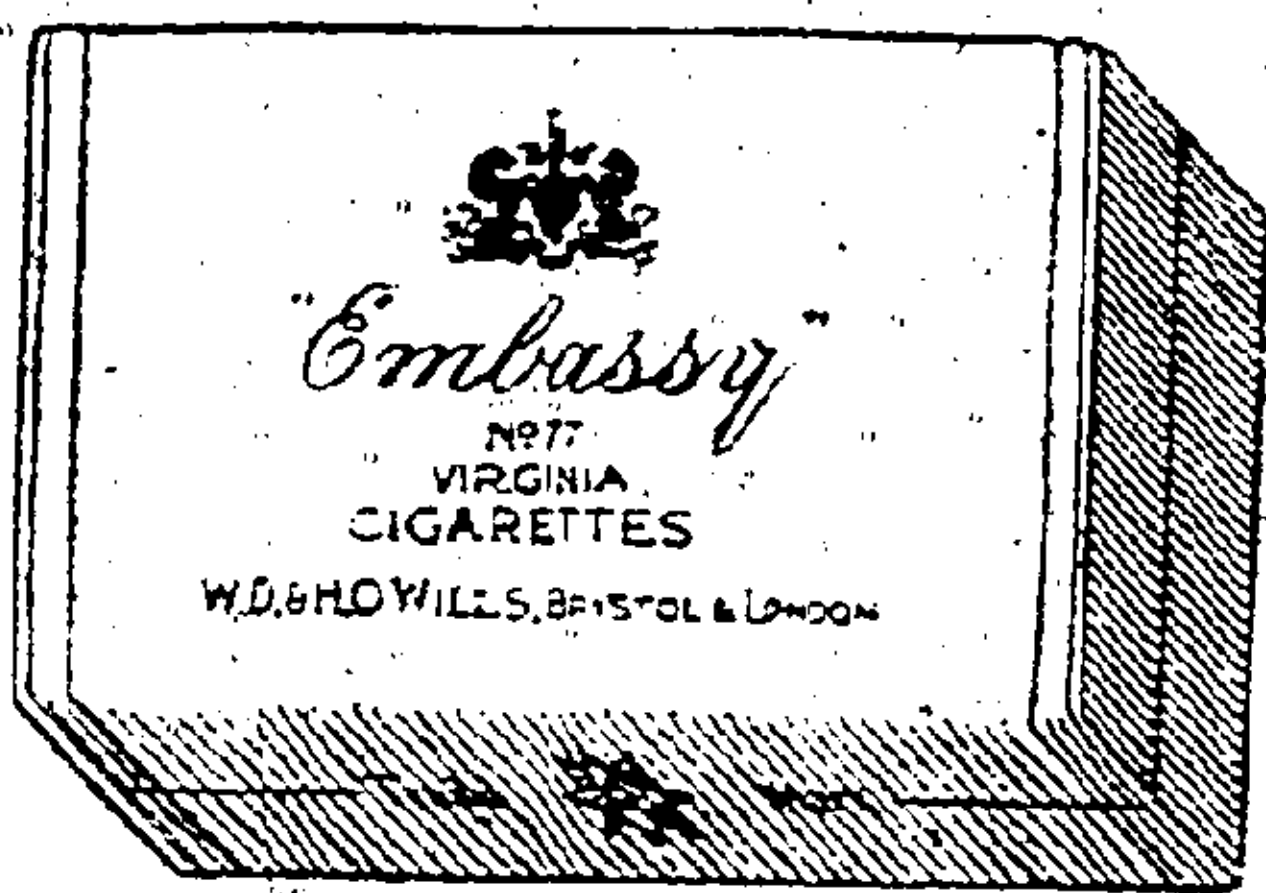
TIME TABLE		
WEEK DAYS		
7.00 a.m. to 8.00 a.m.	Every 15 mins	15 mins
8.00 a.m. to 8.30 a.m.		10 mins
8.30 a.m. to 10.00 a.m.		15 mins
10.00 a.m. to 11.30 a.m.		15 mins
11.30 a.m. to 1.00 p.m.		15 mins
1.00 p.m. to 1.30 p.m.		10 mins
1.30 p.m. to 3.00 p.m.		15 mins
3.00 p.m. to 4.30 p.m.		15 mins
4.30 p.m. to 5.00 p.m.		10 mins
5.00 p.m. to 5.30 p.m.		15 mins
5.30 p.m. to 7.00 p.m.		15 mins
7.00 p.m. to 8.30 p.m.		15 mins
8.30 p.m. to 11.45 p.m.		15 mins
NIGHT CARS.		
8.50 p.m. to 9.00 p.m.	9.30 p.m. to 9.50 p.m.	9.50 p.m. to 10.00 p.m.
11.40 p.m. to 11.50 p.m.	12.00 a.m. to 12.10 a.m.	12.10 a.m. to 12.20 a.m.
SATURDAY EXTRA CARS.		
12.00 midnight		
SUNDAYS.		
7.30 a.m.	8.00 a.m.	8.30 a.m.
8.45 a.m.	9.15 a.m.	9.45 a.m.
10.00 a.m.	10.30 a.m.	11.00 a.m.
11.30 a.m.	12.00 p.m.	12.30 p.m.
1.00 p.m.	1.30 p.m.	2.00 p.m.
2.30 p.m.	3.00 p.m.	3.30 p.m.
4.00 p.m.	4.30 p.m.	5.00 p.m.
5.30 p.m.	6.00 p.m.	6.30 p.m.
7.00 p.m.	7.30 p.m.	8.00 p.m.
8.30 p.m.	9.00 p.m.	9.30 p.m.
10.00 p.m.	10.30 p.m.	11.00 p.m.
11.30 p.m.	12.00 a.m.	12.30 a.m.
1.00 a.m.	1.30 a.m.	2.00 a.m.
2.30 a.m.	3.00 a.m.	3.30 a.m.
4.00 a.m.	4.30 a.m.	5.00 a.m.
5.30 a.m.	6.00 a.m.	6.30 a.m.
7.00 a.m.	7.30 a.m.	8.00 a.m.
8.30 a.m.	9.00 a.m.	9.30 a.m.
10.00 a.m.	10.30 a.m.	11.00 a.m.
11.30 a.m.	12.00 p.m.	12.30 p.m.
1.00 p.m.	1.30 p.m.	2.00 p.m.
2.30 p.m.	3.00 p.m.	3.30 p.m.
4.00 p.m.	4.30 p.m.	5.00 p.m.
5.30 p.m.	6.00 p.m.	6.30 p.m.
7.00 p.m.	7.30 p.m.	8.00 p.m.
8.30 p.m.	9.00 p.m.	9.30 p.m.
10.00 p.m.	10.30 p.m.	11.00 p.m.
11.30 p.m.	12.00 a.m.	12.30 a.m.
1.00 a.m.	1.30 a.m.	2.00 a.m.
2.30 a.m.	3.00 a.m.	3.30 a.m.
4.00 a.m.	4.30 a.m.	5.00 a.m.
5.30 a.m.	6.00 a.m.	6.30 a.m.
7.00 a.m.	7.30 a.m.	8.00 a.m.
8.30 a.m.	9.00 a.m.	9.30 a.m.
10.00 a.m.	10.30 a.m.	11.00 a.m.
11.30 a.m.	12.00 p.m.	12.30 p.m.
1.00 p.m.	1.30 p.m.	2.00 p.m.
2.30 p.m.	3.00 p.m.	3.30 p.m.
4.00 p.m.	4.30 p.m.	5.00 p.m.
5.30 p.m.	6.00 p.m.	6.30 p.m.
7.00 p.m.	7.30 p.m.	8.00 p.m.
8.30 p.m.	9.00 p.m.	9.30 p.m.
10.00 p.m.	10.30 p.m.	11.00 p.m.
11.30 p.m.	12.00 a.m.	12.30 a.m.
1.00 a.m.	1.30 a.m.	2.00 a.m.
2.30 a.m.	3.00 a.m.	3.30 a.m.
4.00 a.m.	4.30 a.m.	5.00 a.m.
5.30 a.m.	6.00 a.m.	6.30 a.m.
7.00 a.m.	7.30 a.m.	8.00 a.m.
8.30 a.m.	9.00 a.m.	9.30 a.m.
10.00 p.m.	10.30 p.m.	11.00 p.m.
11.30 p.m.	12.00 a.m.	12.30 a.m.
1.00 a.m.	1.30 a.m.	2.00 a.m.
2.30 a.m.	3.00 a.m.	3.30 a.m.
4.00 a.m.	4.30 a.m.	5.00 a.m.
5.30 a.m.	6.00 a.m.	6.30 a.m.
7.00 a.m.	7.30 a.m.	8.00 a.m.
8.30 a.m.	9.00 a.m.	9.30 a.m.
10.00 p.m.	10.30 p.m.	11.00 p.m.
11.30 p.m.	12.00 a.m.	12.30 a.m.
1.00 a.m.	1.30 a.m.	2.00 a.m.
2.30 a.m.	3.00 a.m.	3.30 a.m.
4.00 a.m.	4.30 a.m.	5.00 a.m.
5.30 a.m.	6.00 a.m.	6.30 a.m.
7.00 a.m.	7.30 a.m.	8.00 a.m.
8.30 a.m.	9.00 a.m.	9.30 a.m.
10.00 p.m.	10.30 p.m.	11.00 p.m.
11.30 p.m.	12.00 a.m.	12.30 a.m.
1.00 a.m.	1.30 a.m.	2.00 a.m.
2.30 a.m.	3.00 a.m.	3.30 a.m.
4.00 a.m.	4.30 a.m.	5.00 a.m.
5.30 a.m.	6.00 a.m.	6.30 a.m.
7.00 a.m.	7.30 a.m.	8.00 a.m.
8.30 a.m.	9.00 a.m.	9.30 a.m.
10.00 p.m.	10.30 p.m.	11.00 p.m.
11.30 p.m.	12.00 a.m.	12.30 a.m.
1.00 a.m.	1.30 a.m.	2.00 a.m.
2.30 a.m.	3.00 a.m.	3.30 a.m.
4.00 a.m.	4.30 a.m.	5.00 a.m.
5.30 a.m.	6.00 a.m.	6.30 a.m.
7.00 a.m.	7.30 a.m.	8.00 a.m.
8.30 a.m.	9.00 a.m.	9.30 a.m.
10.00 p.m.	10.30 p.m.	11.00 p.m.
11.30 p.m.	12.00 a.m.	12.30 a.m.
1.00 a.m.	1.30 a.m.	2.00 a.m.
2.30 a.m.	3.00 a.m.	3.30 a.m.
4.00 a.m.	4.30 a.m.	5.00 a.m.
5.30 a.m.	6.00 a.m.	6.30 a.m.
7.00 a.m.	7.30 a.m.	8.00 a.m.
8.30 a.m.	9.00 a.m.	9.30 a.m.
10.00 p.m.	10.30 p.m.	11.00 p.m.
11.30 p.m.	12.00 a.m.	12.30 a.m.
1.00 a.m.	1.30 a.m.	2.00 a.m.
2.30 a.m.	3.00 a.m.	3.30 a.m.
4.00 a.m.	4.30 a.m.	5.00 a.m.
5.30 a.m.	6.00 a.m.	6.30 a.m.
7.00 a.m.	7.30 a.m.	8.00 a.m.
8.30 a.m.	9.00 a.m.	9.30 a.m.
10.00 p.m.	10.30 p.m.	11.00 p.m.
11.30 p.m.	12.00 a.m.	12.30 a.m.
1.00 a.m.	1.30 a.m.	2.00 a.m.
2.30 a.m.	3.00 a.m.	3.30 a.m.
4.00 a.m.	4.30 a.m.	5.00 a.m.
5.30 a.m.	6.00 a.m.	6.30 a.m.
7.00 a.m.	7.30 a.m.	8.00 a.m.
8.30 a.m.	9.00 a.m.	9.30 a.m.
10.00 p.m.	10.30 p.m.	11.00 p.m.
11.30 p.m.	12.00 a.m.	12.30 a.m.
1.00 a.m.	1.30 a.m.	2.00 a.m.
2.30 a.m.	3.00 a.m.	3.30 a.m.
4.00 a.m.	4.30 a.m.	5.00 a.m.
5.30 a.m.	6.00 a.m.	6.30 a.m.
7.00 a.m.	7.30 a.m.	8.00 a.m.
8.30 a.m.	9.00 a.m.	9.30 a.m.
10.00 p.m.	10.30 p.m.	11.00 p.m.
11.30 p.m.	12.00 a.m.	12.30 a.m.
1.00 a.m.	1.30 a.m.	2.00 a.m.
2.30 a.m.	3.00 a.m.	3.30 a.m.
4.00 a.m.	4.30 a.m.	5.00 a.m.
5.30 a.m.	6.00 a.m.	6.30 a.m.
7.00 a.m.	7.30 a.m.	8.00 a.m.
8.30 a.m.	9.00 a.m.	9.30 a.m.
10.00 p.m.	10.30 p.m.	11.00 p.m.
11.30 p.m.	12.00 a.m.	12.30 a.m.
1.00 a.m.	1.30 a.m.	2.00 a.m.
2.30 a.m.	3.00 a.m.	3.30 a.m.
4.00 a.m.	4.30 a.m.	5.00 a.m.
5.30 a.m.	6.00 a.m.	6.30 a.m.
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8.30 a.m.	9.00 a.m.	9.30 a.m.
10.00 p.m.	10.30 p.m.	11.00 p.m.
11.30 p.m.	12.00 a.m.	12.30 a.m.
1.00 a.m.	1.30 a.m.	2.00 a.m.
2.30 a.m.	3.00 a.m.	3.30 a.m.
4.00 a.m.	4.30 a.m.	5.00 a.m.
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7.00 a.m.	7.30 a.m.	8.00 a.m.
8.30 a.m.	9.00 a.m.	9.30 a.m.
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11.30 p.m.	12.00 a.m.	12.30 a.m.
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2.30 a.m.	3.00 a.m.	3.30 a.m.
4.00 a.m.	4.30 a.m.	5.00 a.m.
5.30 a.m.	6.00 a.m.	6.30 a.m.
7.00 a.m.	7.30 a.m.	8.00 a.m.
8.30 a.m.	9.00 a.m.	9.30 a.m.
10.00 p.m.	10.30 p.m.	11.00 p.m.
11.30 p.m.	12.00 a.m.	12.30 a.m.
1.00 a.m.	1.30 a.m.	2.00 a.m.
2.30 a.m.	3.00 a.m.	3.30 a.m.
4.00 a.m.	4.30 a.m.	5.00 a.m.
5.30 a.m.	6.00 a.m.	6.30 a.m.
7.00 a.m.	7.30 a.m.	8.00 a.m.
8.30 a.m.	9.00 a.m.	9.30 a.m.
10.00 p.m.	10.30 p.m.	11.00 p.m.
11.30 p.m.	12.00 a.m.	12.30 a.m.
1.00 a.m.	1.30 a.m.	2.00 a.m.
2.30 a.m.	3.00 a.m.	3.30 a.m.
4.00 a.m.	4.30 a.m.	5.00 a.m.
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7.00 a.m.	7.30 a.m.	8.00 a.m.
8.30 a.m.	9.00 a.m.	9.30 a.m.
10.00 p.m.	10.30 p.m.	11.00 p.m.
11.30 p.m.	12.00 a.m.	12.30 a.m.
1.00 a.m.	1.30 a.m.	2.00 a.m.
2.30 a.m.	3.00 a.m.	3.30 a.m.
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10.00 p.m.	10.30 p.m.	11.00 p.m.
11.30 p.m.	12.00 a.m.	12.30 a.m.
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4.00 a.m.	4.30 a.m.	5.00 a.m.
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10.00 p.m.	10.30 p.m.	11.00 p.m.
11.30 p.m.	12.00 a.m.	12.30 a.m.
1.00 a.m.	1.30 a.m.	2.00 a.m.
2.30 a.m.	3.00 a.m.	3.30 a.m.
4.00 a.m.	4.30 a.m.	5.00 a.m.
5.30 a.m.	6.00 a.m.	6.30 a.m.
7.00 a.m.	7.30 a.m.	8.00 a.m.
8.30 a.m.	9.00 a.m.	9.30 a.m.
10.00 p.m.	10.30 p.m.	11.00 p.m.
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5.30 a.m.	6.00 a.m.	6.30 a.m.
7.00 a.m.	7.30 a.m.	8.00 a.m.
8.30 a.m.	9.00 a.m.	9.30 a.m.
10.00 p.m.	10.30 p.m.	11.00 p.m.
11.30 p.m.	12.00 a.m.	12.30 a.m.
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5.30 a.m.	6.00 a.m.	6.30 a.m.
7.00 a.m.	7.30 a.m.	8.00 a.m.
8.30 a.m.	9.00 a.m.	9.30 a.m.
10.00 p.m.	10.30 p.m.	11.00 p.m.
11.30 p.m.	12.00 a.m.	12.30 a.m.
1.00 a.m.	1.30 a.m.	2.00 a.m.
2.30 a.m.	3.00 a.m.	3.30 a.m.
4.00 a.m.	4.30 a.m.	5.00 a.m.
5.30 a.m.	6.00 a.m.	6.30 a.m.
7.00 a.m.	7.30 a.m.	8.00 a.m.
8.30 a.m.	9.00 a.m.	9.30 a.m.
10.00 p.m.	10.30 p.m.	11.00 p.m.
11.30 p.m.	12.00 a.m.	12.30 a.m.
1.00 a.m.	1.30 a.m.	2.00 a.m.
2.30 a.m.	3.00 a.m.	3.30 a.m.
4.00 a.m.	4.30 a.m.	5.00 a.m.
5.30 a.m.	6.00 a.m.	6.30 a.m.
7.00 a.m.	7.30 a.m.	8.00 a.m.
8.30 a.m.	9.00 a.m.	9.30 a.m.
10.00 p.m.	10.30 p.m.	11.00 p.m.
11.30 p.m.	12.00 a.m.	12.30 a.m.
1.00 a.m.	1.30 a.m.	2.00 a.m.
2.30 a.m.	3.00 a.m.	3.30 a.m.
4.00 a.m.	4.30 a.m.	5.00 a.m.
5.30 a.m.	6.00 a.m.	6.30 a.m.
7.00 a.m.	7.30 a.m.	8.00 a.m.
8.30 a.m.	9.00 a.m.	9.30 a.m.
10.00 p.m.	10.30 p.m.	11.00 p.m.
11.30 p.m.	12.00 a.m.	12.30 a.m.
1.00 a.m.	1.30 a.m.	2.00 a.m.
2.30 a.m.	3.00 a.m.	3.30 a.m.
4.00 a.m.	4.30 a.m.	5.00 a.m.
5.30 a.m.	6.00 a.m.	6.30 a.m.
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11.30 p.m.	12.00 a.m.	12.30 a.m.
1.00 a.m.	1.30 a.m.	2.00 a.m.
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4.00 a.m.	4.30 a.m.	5.00 a.m.
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8.30 a.m.	9.00 a.m.	9.30 a.m.
10.00 p.m.	10.30 p.m.	11.00 p.m.
11.30 p.m.	12.00 a.m.	12.30 a.m.
1.00 a.m.	1.30 a.m.	2.00 a.m.
2.30 a.m.	3.00 a.m.	3.30 a.m.
4.00 a.m.	4.30 a.m.	5.00 a.m.
5.30 a.m.	6.00 a.m.	6.30 a.m.
7.00 a.m.	7.30 a.m.	8.00 a.m.
8.30 a.m.	9.00 a.m.	9.30 a.m.
10.00 p.m.	10.30 p.m.	11.00 p.m.
11.30 p.m.	12.00 a.m.	12.30 a.m.
1.00 a.m.	1.30 a.m.	2.00 a.m.
2.30 a.m.	3.00 a.m.	3.30 a.m.
4.00 a.m.	4.30 a.m.	5.00 a.m.
5.30 a.m.	6.00 a.m.	6.30 a.m.
7.00 a.m.	7.30 a.m.	8.00 a.m.
8.30 a.m.	9.00 a.m.	9.30 a.m.
10.00 p.m.	10.30 p.m.	11.00 p.m.
11.30 p.m.	12.00 a.m.	12.30 a.m.
1.00 a.m.	1.30 a.m.	2.00 a.m.
2.30 a.m.	3.00 a.m.	3.30 a.m.
4.00 a.m.	4.30 a.m.	5.00 a.m.
5.30 a.m.	6.00 a.m.	6.30 a.m.
7.00 a.m.	7.30 a.m.	8.00 a.m.
8.30 a.m.	9.00 a.m.	9.30 a.m.
10.00 p.m.	10.30 p.m.	11.00 p.m.
11.30 p.m.	12.00 a.m.	12.30 a.m.
1.00 a.m.	1.30 a.m.	2.00 a.m.
2		

NOTICES



EMBASSY CIGARETTES ARE
UNQUESTIONABLY THE
FINEST VIRGINIAN CIGAR-
ETTES MANUFACTURED.

A SHIPMENT OF THIS WELL-KNOWN
BRAND PACKED IN CONVENIENT AIR-TIGHT
TINS OF 25 CIGARETTES HAS JUST ARRIVED.
THEY ARE ALSO OBTAINABLE IN 50'S TINS
AND 10'S BOXES.



This advertisement is used by W.D. & H.O. WILLS, Bristol & London.

TO-DAY'S SHARE
QUOTATIONS.

OFFICIAL PRICES

Banks.	
H.K. & S. Banks	\$670
Marine Insurances.	
Canton	b. 430
North China	n. 430
Union	b. 215
Yangtze	b. 380
Far Eastern	b. 23
Fire Insurances.	
China Fire	n. 138
H. K. Fire	b. 340
Shipping.	
Douglas	b. 96
Steamboats	b. 24 1/2
Indos (Prof.)	n. 32
Indos (Def.)	b. 188
Shells	s. 180 1/2
Ferries	b. 35 1/2
Refineries.	
Sugars	n. 184
Malabons	b. 46
Mining.	
Kailash	b. 60 1/2
Langkat	b. 19
Shanghai Loans	b. 19
Shai Explorations	b. 19
Raub	b. 210
Tronohs	b. 44 1/2
Ural Caspian	s. 45 1/2
Docks, Wharves, Godowns, &c.	
H.K. Wharves	b. 95
K. Docks	b. & s. 170
Shai Docks	n. 1120
N. Engineerings	n. 26
Lands, Hotels & Buildings.	
Centrals	b. 110
H.K. Hotels	n. 124
L. Inves. t.	b. 121 1/2
H. phreys Est.	b. 94 1/2
K'loon Lands	n. 46
L. Reclamations	n. 175
West Points	b. 94
Cotton Mills.	
Ewos	n. 310
Kung Yik	b. 329
Lau Kung Mows	n. 320 1/2
Oriental	n. 112
Shai Cottons	b. 305
Yangtzepeos	b. 115
Miscellaneous.	
Cements	n. 84 1/2
China Borneo	n. 13
Do. Light b. 5.80 old b. 2 new	n. 13
China Providents	n. 9
Dairy Farms	b. 30
Electric H. K.	b. 83
Electric Macao	n. 34
Hongkong Ropes	n. 33
Hk. Tramways	b. 84 1/2
Peak Trams, old b.	74 1/2
Do. new b.	80 cts.

ASAHI BEER



AGENTS
Mitsui Bussan Kaisha.

Steam Laundries b. 3 1/2
Steel Foundries n. 12
Water-works n. 16 1/2
Watsons b. 5.40
Wm. Powells b. 12
Witmans b. 29

Hongkong, Aug. 14, 1919.

ENTERTAINMENTS



VICTORIA THEATRE.

TO-NIGHT'S PROGRAMME

FREDERICK WARD

"HINTON'S DOUBLE"

"TOTO'S TROUBLE"

Always trouble about Girls.

Thursday & Friday MATINEE at 5.15 p.m.

"THE BULL'S EYE"

Episodes 3, 4 & 5.

Booking at ANDERSON'S

THE

CORONET

TO-NIGHT! TO-NIGHT!
At 5.15 & 9.15 p.m.

"THE ADOPTED SON"

THE PEST.

At 7.15 p.m.

"THE BULL'S EYE."

Episodes 8, 9 & 10.

Booking at ROBINSON'S.

THEATRE ROYAL

RETURN ENGAGEMENT FOR A SHORT SEASON OF THE MOST
POPULAR COMPANY THAT EVER PLAYED IN HONGKONG

BANVARDS

AMERICAN MUSICAL
COMEDY COMPANY

TO-NIGHT

(THURSDAY), 14th August.

AT 9.15 P.M.

"THE SUFFRAGETTES"

MATINEE: TO-DAY, AT 4.15 P.M.

FRIDAY NIGHT, Aug. 15.	"THE SUFFRAGETTES"
FRIDAY NIGHT, Aug. 15	First Act: HIGH CLASS VAUDEVILLE Second Act: "THE SUFFRAGETTES"
SATURDAY'S Matinee at 4.15 p.m.	"HULLO HAWAII!" MISS HAZEL BOYD & HER CHARLIE CHAPLIN GIRLS.
SATURDAY (FAREWELL) NIGHT	"HULLO HAWAII!"
PRICES:	\$3, \$2 & \$1.
Booking at MOUTRIE'S.	

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2 MINUTES FROM LANDING STAGE.

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MRS. BLAIR.

EUROPE HOTEL SINGAPORE

UNDER NEW BRITISH MANAGEMENT.

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EXCELLENT CUISINE

ARTHUR E. ODIA

100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

SHIPPING.

VESSELS ARRIVED.

Ningpo, 1227, Br. Capt. Freer,
Shanghai, B. & S.—Mooring—
C 18.
Sinkiang, 1616, Br. Capt. Eedy,
Canton, B. & S.—Mooring—
B 5.
Hangchow, 999, Br. Capt. Tonkin,
Swatow, B. & S.—Mooring—
C 35.
Cornelia, 215, Br. Capt. Guerrero,
Swatow, Braga.—Mooring—
Wharf.
Hok Canton, 556, Br. Capt.
Spark, K. C. Wap. Yat
Hing.—Mooring—Wharf.
Nanking, 5099, Amer. Capt.
Dobson, San Francisco, China
Mail.—Mooring—A 3.
Nanwan, 270, Port., Capt. Costa,
Hoihow, Tai Fung.—Mooring—
C 40.
Martique, 283, Nor. Capt.
Pederson, Bangkok, Thore-
son.—Mooring—C 13.
Kwang Lee, 1468, Ch. Capt.
Sangster, Shanghai, China
Mt.—Mooring—Wharf.
Tungshing, 767, Ch. Capt. Uddin,
Canton, Kwong.—Mooring—
C 44.
Taishan, 1260, Ch. Capt. Wester-
land, Canton, China Mt.—
Mooring—Wharf.
Kanjū Maru, 1597, Jap. Capt.
Murie, Keelung.—Mooring—
C 33.
Amazon Maru, 4824, Jap. Capt.
Kabayashi Yokohama, O. S.
K.
Amakusa Maru, 1370, Jap. Capt.
Kitano, Keelung, O. S. K.—
Mooring—Wharf.
Sōshū Maru, 1006, Jap. Capt.
Inoue, Takao, O. S. K.—
Mooring—Wharf.

VESSELS CLEARED.

Halvard for Saigon.
Nankam for Haiphong.
Haibong for Foochow.
Sinkiang for Shanghai.
Hok Canton for K. C. Wap.
Kanjū Maru for Keelung.
Tungshing for Saigon.
Amakusa Maru for Yokohama.
Amazon Maru for Haiphong.
Halvard for Canton.
Chung Shan for Canton.
Nankam for Singapore.

POST OFFICE.

Allied soldiers in the various
hospitals in Siberia are badly in
need of reading matter. Any
books, newspapers etc. for their
use handed in at the G. P. O. will
be packed and forwarded to them
free.

Registered and Parcel Mails
close 15 minutes earlier than the
time given below unless other-
wise stated, and where mails are
advertised to close at or before
9 a.m. registered and parcel mails
are closed at 5 p.m. on the pre-
vious day.

INWARD MAILS.

Shanghai—Per SUIYANG, 14th
Aug.
U.S.A., Canada and Japan—Per
EMPEROR OF JAPAN, 15th
Aug.
Straits—Per HERMELIN, 17th
Aug.
Europe via Suez—Per GABLANZ,
17th Aug.
Shanghai—Per YINGCHOW,
17th Aug.

OUTWARD MAILS.

Straits and Bangkok—Per PRO-
DUCE, 15th Aug. 8 a.m.
Hoihow, Pakhoi & Haiphong—Per
KAIFONG, 15th Aug. 8 a.m.
Swatow, Amoy and Formosa via
Takao—Per SOSHU MARU,
15th Aug. 9 a.m.
Fort Bayard—Per HOK CAN-
TON, 15th Aug. 10 a.m.
Straits, Bangkok, Ceylon, Mauri-
tius, B. Africa, India via
Dhanushkoti, Egypt and
EUROPE VIA MARSEILLES—
Per AMAZON MARU, 15th
Aug. 11 a.m.
Fort Bayard—Per WA SUN, 15th
Aug. 1 p.m.
Philippine Islands—Per YUEN-
SANG, 15th Aug. 2 p.m.
Japan via Kobe—Per NAM-
SANG, 15th Aug. 4 p.m.
Ningpo—Per TUNG SHING,
15th Aug. 5 p.m.
Ceylon, Mauritius, South Africa,
India via Dhanushkoti, Hong-
kong, Amoy, Shanghai, Canton,
Swatow, Haiphong, Saigon.

WEATHER REPORT.

August 14th, 11h. 54m.—No return from
Vindhyachal and Japan.

Pressure has decreased slightly along
the coast from Weihaiwei to Foochow,
and has increased moderately over P.
miao and N. Luzon. It is nearly stationary
in the neighbourhood of Hongkong. The
typhoon continues on a northerly track.

Hongkong Rainfall for the 24 hour
ending at 10 a.m. to-day, 0.01 inches.
Total since January 1st, 54.23 inches
against an average of 58.69 inches.

FORECAST FOR THE 24 HOURS
ENDING AT NOON TO-MORROW.

District: Forecast.
1 Hongkong to Gap Rock, W. winds,
moderate to fast.
2 Formosa Channel, The same
as No. 1.
3 South coast of China (b.) The same
between H.K. and Lamock as No. 1.
4 South coast of China (b.) The same
between H.K. and Hainan as No. 1.
C. W. JEFFRIES, Chief Assistant,
Hongkong Observatory, 14th Aug. 1919.

METEOROLOGICAL.

Previous.
Day, On date, On date.
at 4 p.m. at 6 a.m. at 10 p.m.
Barometer 29.55 29.53 29.54
Temperature 87 83 91
Humidity 71 87 69
Wind Direction W. W. W.
Force 3 3 2
Weather b. b. b.
Rain 0.00 0.00 0.00
Highest open air temperature on the 14th 83
Lowest " " " 74 83
H.K. Observatory, Aug. 14, 1919.
T. F. CLAXTON, Director.

SATURDAY, 15TH AUGUST.

Shanghai, North China & Japan
via Moji, Canada, United
States, C. & S. America &
EUROPE VIA VANCOUVER—
Per MONTEAGLE, 16th
Aug., Reg. 9.45 a.m. Letters
10.30 a.m.
Swatow, Shanghai & N. China—
Per HANGSANG, 16th
Aug., 5 p.m.
MONDAY, 17TH AUGUST
Shanghai, North China & Japan
via Moji, Canada, United
States, C. & S. America &
EUROPE VIA VANCOUVER—
Per MONTEAGLE, 18th
Aug., Reg. 9.45 a.m. Letters
10.30 a.m.
Swatow, Shanghai & N. China—
Per HANGSANG, 18th
Aug., 5 p.m.

HOTELS.

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TELEPHONE ON EACH FLOOR.
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J. WITCHELL,
Manager.

The Hongkong Hotel Co., Ltd.

Operating:
THE HONGKONG HOTEL The leading hotel in the Far East.
THE REPULSE BAY HOTEL The famous seaside resort of South China.
(Opening in the Summer of 1919).
THE HOTEL MANSIONS The headquarters of the Canadian Pacific
(Office premises). Ocean Services, and the leading American
business concerns.
The Hotel Company, having recently extended their cold storage plant and
instituted motor transportation, are specializing in outside catering such as
banquets, dances, parties, etc., and are prepared to supply all necessary equipment,
decorations, furnishings, and staff.
Quotations may be obtained on application at the Hotel Main Office or
representative will call on communicating with
Telephone No. 423, Catering Department.
Telephone No. 1673, Manager.
J. B. TAGGART,
Manager.